CYCLE NEWS®

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AMA SUPERBIKE NATIONAL CHAMPIONSHIP

Upheaval

Alessandro Gramigni wins Brainerd Superbike

Plus: World Speedway; Amateur DT National; Las Vegas Motor Speedway opening and more...

TIME DATED MATERIAL MAILED JULY 18, 1996

IN THE WIND

Sebastien Tortelli (Kaw) clinched the World Championship with a perfect 1-1 tally in the 125cc Motocross Grand Prix in Maribor, Slovenia, on July 14. Tortelli won both motos for his ninth straight victory. In doing so, the 17-year-old became the youngest ever to win an FIM Motocross World Championship title. Second overall went to Great Britain's **Paul Malin** (Yam), followed by **Erik Camerlengo** (Yam), **Luigi Seguy** (TM) and **Thomas Traversini** (Hus). With one round yet to be run in Germany, Tortelli holds an insurmountable 73-point lead, with 345 points to Malin's 272. Third is Frederic Vialle with 239 points.

Defending 250cc Motocross World Champion **Stefan Everts** (Hon) inched closer to series points leader **Marnicq Bervoets** (Suz) at the Brazilian Grand Prix in Belo Horizonte, on July 14. Everts won both motos, while American **Tallon Vohland** (Kaw) went 2-2 for second overall. Bervoets was another consistent finisher after posting a pair of third-place finishes. Rounding out the top five overall were Swede **Jocke Karlsson** (Hon) and German **Pit Beirer** (Hon). Bervoets still maintains a healthy 49 points, 303-254, over Everts. Vohland is a close third with 252.

The Kawasaki factory endurance team of **Brian Morrison**, **Piergiorgio Bontempi** and **Stephane Coutelle** took the victory in the 24 Hours of Liege, held at Spa-Francorchamps in Liege, Belgium, on July 13-14. The ZXR750R-mounted team completed 537 laps in 24 hours, 18.830 seconds, at an average speed of 96.643 mph. In a guest ride for the team, American **Doug Polen** led the official Suzuki World Endurance effort to second place, one lap down on the winners. The Texan circulated under the official lap record more than once during his stints aboard the GSXR750. Polen's teammates were Frenchmen **Eric Gomez** and **Bruno Bonhuil**. The 532-lap effort of **Alex Vieira**, **Christian Lavieille** and **William Costes** netted the Honda-mounted team the final place on the rostrum. Fourth and first privateers were Honda riders **Jean-Michel Mattioli**, **Michel Simeon** and **Pascal Guigou**, with 521 laps, and rounding out the top five at 509 laps were the Honda RC45-mounted team of **Michel Amalric**, **Guy Bertin** and **Philippe Guinand**. On a tragic note, 25-year-old British racer **Lee Pullan** was killed in a crash Sunday morning. In one of the fastest corners of the circuit - just before the riders brake to dive into the "bus stop" chicane - a marshall, who was crossing the track in order to clean up some debris, was struck by Pullan. Both men were killed instantly. This was another serious blow to the British Phase One team as they had lost Robert Holden a few weeks before during the Isle of Man TT.

Team Suzuki Endurance (Suz) won the WERA National Endurance Series round at Indianapolis Raceway Park in Clermont, Indiana, on July 13, topping **Arclight Racing** (Suz) by three laps. **TKO Racye Team Suzuki Too** (Suz) finished third.

Michael Goodwin, the founder of Supercross, was sentenced to 30 months in federal prison on Monday, July 8, for making false statements to three banks while trying to borrow nearly $400,000. Goodwin was taken into custody immediately to begin serving his sentence. Goodwin's ex-wife, Diane Seidel, who was sentenced to 16 months for committing the same offense, was allowed to remain free pending an appeal. Goodwin and Seidel were convicted in October on 13 of 15 counts of conspiracy and making false statements in 1986. In addition to the sentence, Goodwin has been ordered to pay about $290,000 in restitution.

According to a story in the Orange County (California) Register, it is highly unlikely that a round of the **1997 AMA Supercross Series** will be held at **Anaheim Stadium**. The 70,500-seat stadium is scheduled to undergo renovation in October when the Walt Disney Co. takes over the operation of Anaheim Stadium, transforming it from a multi-use facility to a baseball-only stadium. "We're going to demolish the seating, the concrete shell, move electrical and light standards," Disney Sports Enterprises president Tony Tavares told the Register. "We probably won't be able to (hold many events), especially in the beginning when we have cranes on the field." The remodeling will permanently reduce the number of seats from 70,500 to 43,000 and remove the section added for football in 1978, among many other changes. Pace Motorsports' Ken Hudgens told the Register that they are still planning to produce supercross and monster truck shows at the stadium in 1997. "We're committed to Anaheim Stadium as long as it's a viable stadium," Hudgens said. "We've been doing events there for a long time." Taveres, though, said it seems unlikely that the stadium will be in condition to hold the annual motor events in January. Stay tuned.

Okay, okay, it's **free**. We recently ran an item in this space that told readers about **Ducati Island** at Laguna Seca Raceway. We neglected to say that admission to Ducati Island during the World Superbike race at Laguna on July 19-21 is **free**. There is also **free** parking for Ducati motorcycles, a mini vendor row geared toward Ducati fans, upgraded food facilities and autograph sessions. In addition to all of the above, those with Ducati VIP hospitality passes (which are **free** at participating dealers) gain admission to the Ducati hospitality tent, where

DuQuoin Mile rained out

Team Corbin's Davey Camlin was looking forward to defending his DuQuoin Mile title at the DuQuoin State Fairgrounds in Illinois, and the Rock Island, Illinois, rider may have have had a real challenge on his hands in the form of Total Control Racing rider Kevin Atherton among other competitors, but that is all speculation now as the "Magic Mile" was rained out on Sunday, July 14. The event has been rescheduled for August 18, the Sunday after the Indy Mile.

The rainout marks another blow for the series as CBS Sports television was on hand to provide live coverage of the event as a makeup for the Memorial Day weekend running of the Springfield Mile, which rained out as well. At press time, there was no official word as to whether or not CBS would return for the DuQuoin rain date.

"This was a big-time bummer," said Camlin, the two-time and defending event champion. "Depressing. This was the fourth rainout of the year. At least they rescheduled it. It was nice to be back on a mile though. We had some high 34s and low 35s in practice. I think we would've been right there, but the track was rough, and that might've left a lot of guys out of it. But we might all have been chasing Kevin around there. He was flying."

"We keep showing up to all these bike shows," said a disappointed Atherton, who was unoffically clocked in practice with a 34.7-second lap - nearly a tenth of a second ahead of anyone else. "We show up and roll the bikes out, and polish them up, and then it starts raining. Oh well, at least I won practice."

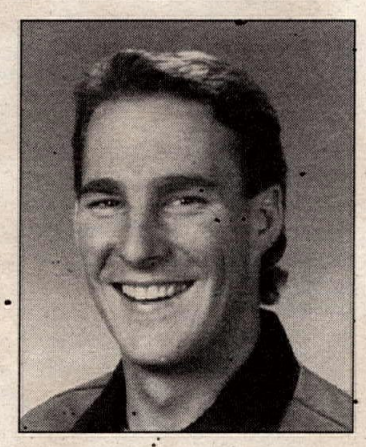
Surprisingly also on hand for the event was USC Racing Honda rider Terry Poovey, who showed up and shook down his own personal Harley-Davidson XR750 with laps in the 35.4-second range - this in the face of the recent tragedy that claimed the life of Poovey's mechanic Lou McCory and all of Poovey's racing equipment in a fiery highway accident in Michigan less than two weeks earlier. (See issue #28, July 17) Poovey put the bike together with the help of some friends in a 48-hour thrash prior to leaving for DuQuoin.

"I'm tired," Poovey said. "We've been working for two days straight on it (the bike). I've been through so much in these last two weeks, but I just wanted to get back and show everyone how tough I can be. I lost everything I've been working for in that wreck, but I'd burn it all up myself if I could get Lou back."

Racing was scheduled to begin just after opening ceremonies at 1 p.m., but a slight drizzle began to fall at about that time and continued to fall intermittently for the next two and a half hours. At approximately 3:30 p.m. the bottom fell out, and a torrential downpour spelled doom for any racing activity on that day. AMA officials were reportedly considering rescheduling the event for the Monday after the Springfield Mile doubleheader, but instead the event will take place after Indy, forcing the riders to compete on Saturday night and then make the drive to DuQuoin for a Sunday Mile.

"This is going to make it really hard on us," Harley-Davidson of Sacramento mechanic Kenny Tolbert said. "And for guys who only have one motorcycle, there's no way they're going to be able to handle that."

Kiedrowski to come out of retirement



Former 125, 250 and 500cc National MX Champion Mike Kiedrowski (right) announced that he is coming out of retirement to compete in the 1997 Supercross and outdoor National Championship MX Series. "I signed a letter of intent with Honda of Troy Saturday (July 13)," said Kiedrowski, on Monday July 15. "It's a done deal."

Kiedrowski, 27, called it quits following the 1995 season but stayed on as a team advisor for Kawasaki, who he has been a factory rider with since 1991. Before that, Kiedrowski was a member of Team Honda in 1989 and '90, and before that was a Kawasaki Team Green rider for eight years.

Kiedrowski, whose contract with Kawasaki officially runs out at the end of the year, was approached by Honda of Troy team owner Phil Alderton, who offered the former champ, over the phone, a ride on his team for 1997. "Erik Kehoe came to my house and we talked it over, and I made my decision on Friday (July 12)."

"I then went to Kawasaki and talked things over with Roy Turner (Kawasaki race team manager) and told him what I wanted to do, and he was happy for me," said Kiedrowski. "I told him (Turner) this is what I wanted to do, and he was totally supportive and wouldn't try to hold me back. I left there (Kawasaki) feeling really good. There are no bad feelings. He (Turner) said he wanted to keep me on the team but just didn't have the room."

Kiedrowski will finish the season with Kawasaki, at which time he will be released from his contract immediately following the last National, at Delmont, Pennsylvania, on September 1.

"Phil gave me a good opportunity," said Kiedrowski. "Just the fact he called me made me feel real good; that right there made me want to be a part of the team. Plus, with Denny Betley doing their suspension - he knows suspensions - and with Mitch Payton doing the motors, these are all the key parts to win. I'm not saying I'm going to win, but there is one guy I want to beat."

Kiedrowski's announcement that he is coming out of retirement pretty much answers a lot of questions as to whether or not he really wanted to retire in the first place. "A lot of people have said that, that I really didn't want to retire - and, yeah, they're right. I've had the itch to race all year. I still feel good, and I haven't really been doing much (at Kawasaki). I've been going to all the races anyway, why not race?"

Kiedrowski rode last week for the first time since retiring and again today (Monday, July 15). "I felt really good on the bike, and made noticeable improvement in those two rides."

Kiedrowski had one request before signing with Honda of Troy - he wanted his old mechanic back. And Alderton agreed. "Shane Nalley will be my mechanic again," said Kiedrowski. Nalley has been Kiedrowski's mechanic throughout most of his career, though Kiedrowski's last year racing with Kawasaki, he had Brian Lunniss turning wrenches on his bike. "Shane is a good mechanic, and I wouldn't have another mechanic other than him. Right now, Alderton and Nalley will have to work things out, but that shouldn't be any problem."

Kiedrowski will compete on 250cc machinery in both the Supercross and National MX Series.

amenities include a helmet check and closed-circuit television coverage on race day.

Class Motorcycle Schools has announced that a second day has been added to its Sears Point Raceway session, with the schools being held on August 26-27 following the AMA Superbike National at the Sonoma, California, facility. From there, Class will head to the Pacific Northwest for schools at both Seattle International Raceway and Portland International Raceway, followed by dates at Laguna Seca and Willow Springs. For more information, call 805/933-9936.

Three-time World Champion **Greg Albertyn** will be a special guest at the **Tony D. Motocross School** in Clifford, Pennsylvania, during the week of July 22. The following week will see Guy Cooper as the special guest at the school in Troy, Ohio, following the AMA Motocross National. In addition, the Suzuki factory race semi will be at both schools and will give students a personal tour of the big rig. For more information, call 410/635-6916.

The **Gary Bailey Motocross School**, scheduled for September 4-6 at the Bull Run motocross track in Lewiston, Maine, has been changed. The new date is September 3-5. For more information, call 540/650-1759.

The **Gary Semics Motocross School** is hoping to expand. Semics is training and certifying instructors to teach under his school's name and format, and currently has three active instructors with more on the way. Those currently instructing are Ike DeJager in Carry, North Carolina, Darryl Dunlap in Kirtland, New Mexico, and Justin Blake in Grand Rapids, Michigan. For more information, call the Semics school at 330/758-8333.

Afton I. Barnett, 73, died at her home in Downey, California, recently after a long bout with emphysema and cancer. Barnett, who with her late husband Charles, founded Barnett Tool & Engineering in 1948, is survived by her daughter, Colleen, and son-in-law, Mike Taylor, who currently operates Barnett Tool, daughter and son-in-law, Doralee and Bill Murray, seven grandchildren and six great grandaughters. Cards and letters can be sent to Barnett Tool, 8920 Freeman Ave., Santa Fe Springs, CA 90670.

American Suzuki will soon begin mailing entry forms for the 1996 RM Cup to qualified Suzuki RM racers across the country. The event will offer some $100,000 in contingencies for Suzuki racers in 11 classes, including a $23,500 Pro purse. The event will be held in Branson, Missouri, on September 7-8. For more information, call 714/996-7040, ext. 309.

Castaic Lake MX track will close down on Tuesday, July 23 and Thursday, July 25 for track renovations. The track will reopen on Saturday, July 27, with an all-new layout and a free barbecue. The first race on the new track will be held on Sunday, July 28. For more information, call 805/294-0020.

Gunnar Lindstrom is asking for your help. He is trying to find someone who has a video-tape copy of the Pepperell MX that was featured on ABC's Wide World of Sports back in the early '70s. Lindstrom says that there should be numerous copies floating around. If you have one, please call Lindstrom at 310/781-5541.

Former Women's MX Champion **Mercedes Gonzalez** finished second in the NORBA National Downhill Mountain Bike race in Snow Summit, California, on July 13. Gonzalez was beaten by reigning World Champion Leigh Donovan. Mert Lawwill's son, Joe, finished eighth in the Pro Men's class.

The **Keith Code/Moto Liberty 125 GP School** scheduled for Road America in Elkhart Lake, Wisconsin, on August 26 is sold out for those wanting to use Moto Liberty bikes. Owners of 125cc GP bikes can still take the school on their own machine for half price. The school scheduled for October 2 at New Hampshire International Speedway in Loudon, New Hamsphire, still has space available. For more information, call 800/530-3350.

The Fifth Annual **Mikuni Calendar Bike Show** scheduled for July 28 at the Santa Monica Airport Museum of Flying in California has evolved into the biggest custom and high-performance motorcycle show in America with 80 major motorcycle and aftermarket product companies in attendance, according to event promoters.

Australian road racer **Troy Bayliss** (Kaw) turned in two stunning rides in the second round of the Shell Oils Australian Superbike Championship at Eastern Creek on July 14, reasserting his position as the next Australian to stake a claim for an overseas ride, reports *Cycle News* contributor Darryl Flack.

The Southeastern Sportbike Association (SSA) will hold an open practice and road racing school on August 3-4 at Road Atlanta in Braselton, Georgia. One day sessions will cost $150 or two days for $250. The school can be taken for an additional $25. For more information, call 770/977-0538.

Team Obsolete Promotions have announced that six-time World Champion **Jim Redman** will be the guest of honor at the Team Obsolete Promotions/San Diego Antique Motorcycle Club's vintage road racing program which will be held at the Del Mar Fairgrounds in Del Mar, California, on October 10-11. The final round of the AMA Grand National Championship will be held on the Del Mar Mile on October 13.

OPENED: The Texas Cross Country Racing Association's home page on the World Wide Web. The site can be found at the following address: http://www.brit.com/~tccra.

CORRECTION: It was Manchester Honda's Scott Carter, not Shane O'Connor, who suffered a DNF while running in the top five at the recent Southwick 125cc MX National. We confused Carter with O'Connor, who finished an eventual 19th.

ANNOUNCED: FDF Enterprises as the exclusive distributor of Stealth Body Werks. For more information, call 770-929-1579.

OPENED: Motorcycle Memories' home page on the World Wide Web. The site can be found at the following address: http://www.mshopper.eurografix.com/vendors/mc-mem/mc-mem.htm.

BORN: John Summers to Duane Summers and his wife, Yvette, on July 11 in Harrisburg, Pennsylvania. Summers is a former Cagiva, Husqvarna and Ducati factory rider and an ISDE gold medal winner.

OPENED: The TSS Custom Textile Graphics home page on the World Wide Web. The site can be found at the following address: hpp://www.ultranet.com/~tssinc. CN

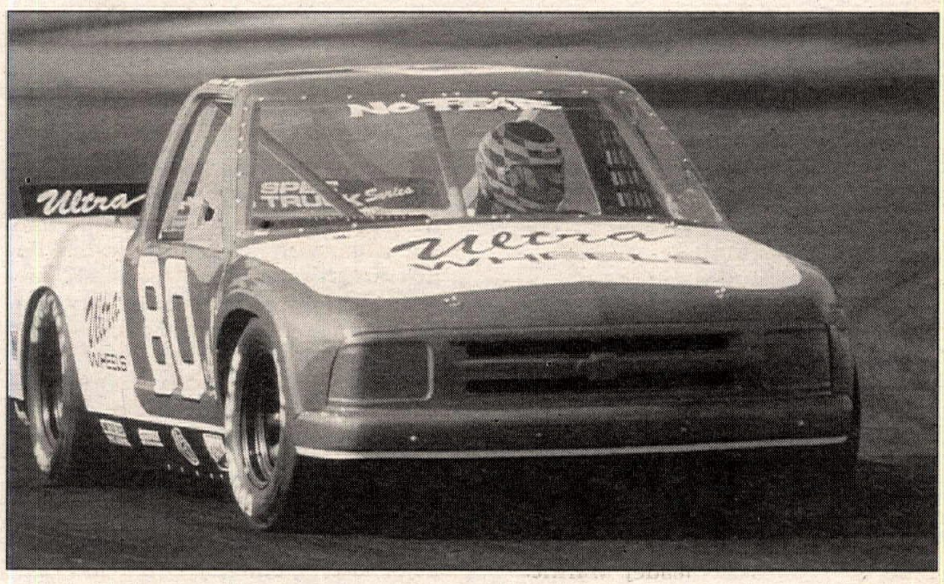


PHOTO BY KINNEY JONES

Jeremy Speed Racer

On the Fourth of July, National MX and Supercross Champion Jeremy McGrath participated in a Spec Truck Series race at the Orange Show Speedway in San Bernardino, California. In the race, that featured everyone competing in similarily prepared Chevy S-10 pick-up trucks, McGrath started off the race in about 10th then worked his way up to fourth by the finish.

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VOICES
Letters to the editor

In Cary's defense

I usually don't get upset by some of these loose-cannon reporters who speak first, print second, sell third and think last without any in-depth research. But this one ("In the Tapes," Issue #27, July 10) really pressed my button. Cary Agajanian is a friend of mine and an asset to AMA Professional Racing. This flagrant personal bashing of Cary Agajanian is unwarranted and inexcusable. This is a perfect example of the power of the pen with no brains.

First of all, what was Scott Rousseau doing at an IRL test session in Las Vegas? Shouldn't he be out carrying a flag and promoting dirt track and gasoline? Maybe he wanted some slot machine time and to catch a Las Vegas show on *Cycle News'* nickel.

Regarding the fuel issue, what difference does it make if everyone must use the same octane and BTUs? Doesn't that spell parity? Scott's NHRA fuel example makes about as much sense as a sky diver with his lips flapping in the wind.

Regarding the potential of a rival sanctioning body, I'm tired of the intimidation tactics of this self-appointed, anti-AMA adversary group. If everything is going so bad, quit talking about it and just do it. I'm sure there are an abundance of race tracks rolling out their welcome mats and ready to pay their $100,000 purse. I wager to say that they will rethink their venture once they realize the funding it takes for a new dirt track sanctioning body. Costs such as full-time personnel, office space, phones, airline travel, etc., not to mention an officiating staff at each of the events... Will they have their own rule book or will they use the AMA's? Can they run any kind of gasoline? This has happened before. It's the same old whine. Remember "USA" vs. the "World of Outlaws?" How long did that last?

Regarding Scott's prediction of AMA losing dirt track racing, which is a huge part of the AMA's history, who is Scott Rousseau anyway - The Great Karnak?

Cary Agajanian does care for the future of AMA Pro Racing and is doing a great job. I just wish Cary was there 20 years ago because it would be 50 years ahead of its present state. Cary's voluntary involvement with AMA Pro Racing has compromised his law practice and many other opportunities. Cary doesn't complain, he cares.

Hey, Scott, the next time you think about bashing Cary Agajanian, why don't you mention all the volunteer work you do for the good of the sport.

Gene Romero
Brea, CA

Gene Romero was AMA Grand National Champion in 1970... Editor.

Who cares? I care

Score one for our side. At long last the age-old communication/commitment issues between AMA Pro Racing and dirt track team owners has been made public. Kudos, Scott Rousseau. It is really unfortunate that one of the oldest forms of motorcycle racing in existence is being strangled by a select few people in AMA Pro Racing management. Hey, Cary (Agajanian) and Ed (Youngblood), it starts at the top.

Mike Shattuck
Sacramento, CA

Shattuck is the owner of Harley-Davidson of Sacramento, fielding dirt tracker Joe Kopp in the AMA Grand National Championship Series... Editor.

Where's Bubba?

At a recent family gathering, the subject of flat track racing came up and the first question was: "What became of Bubba Shobert?" Is he still connected with racing in some way?

Edward J. Leary
Santa Clara, CA

Bubba lives in Texas with his wife and children and often attends motorcycle races, including last year's AMA Grand National Championship season finale in Del Mar, California... Editor.

Muchas Gracias

My family just returned from the Red Bud Nationals in Buchanan, Michigan, and witnessed some excellent racing. We were fortunate enough to purchase pit passes and for the first time were able to see the "stars" that my 4- and 5-year-old boys could only dream of seeing in person. As a parent, I was extremely impressed with how these young men presented themselves, and as a group they were nothing but a class act. My boys got a chance to say hello to their heroes such as Jeff Emig, Kevin Windham, John Dowd, Doug Henry and Damon Huffman, just to mention a few.

But one individual (along with his crew) stood out. I asked Pedro Gonzalez if he could take a minute to say hi to my kids and he, along with his mechanic, made two little boys' dreams come true. They not only took the time before their first moto to say hi to my kids and give them high-fives, they asked me if it would be okay if my boys sat on Pedro's bike. I will never forget the look in their eyes as Pedro and his mechanic lifted them up and put them on. Number 147 has some new fans for life, and I wanted to thank him publicly for his kindness.

Jim Tucker
Swisher, IA

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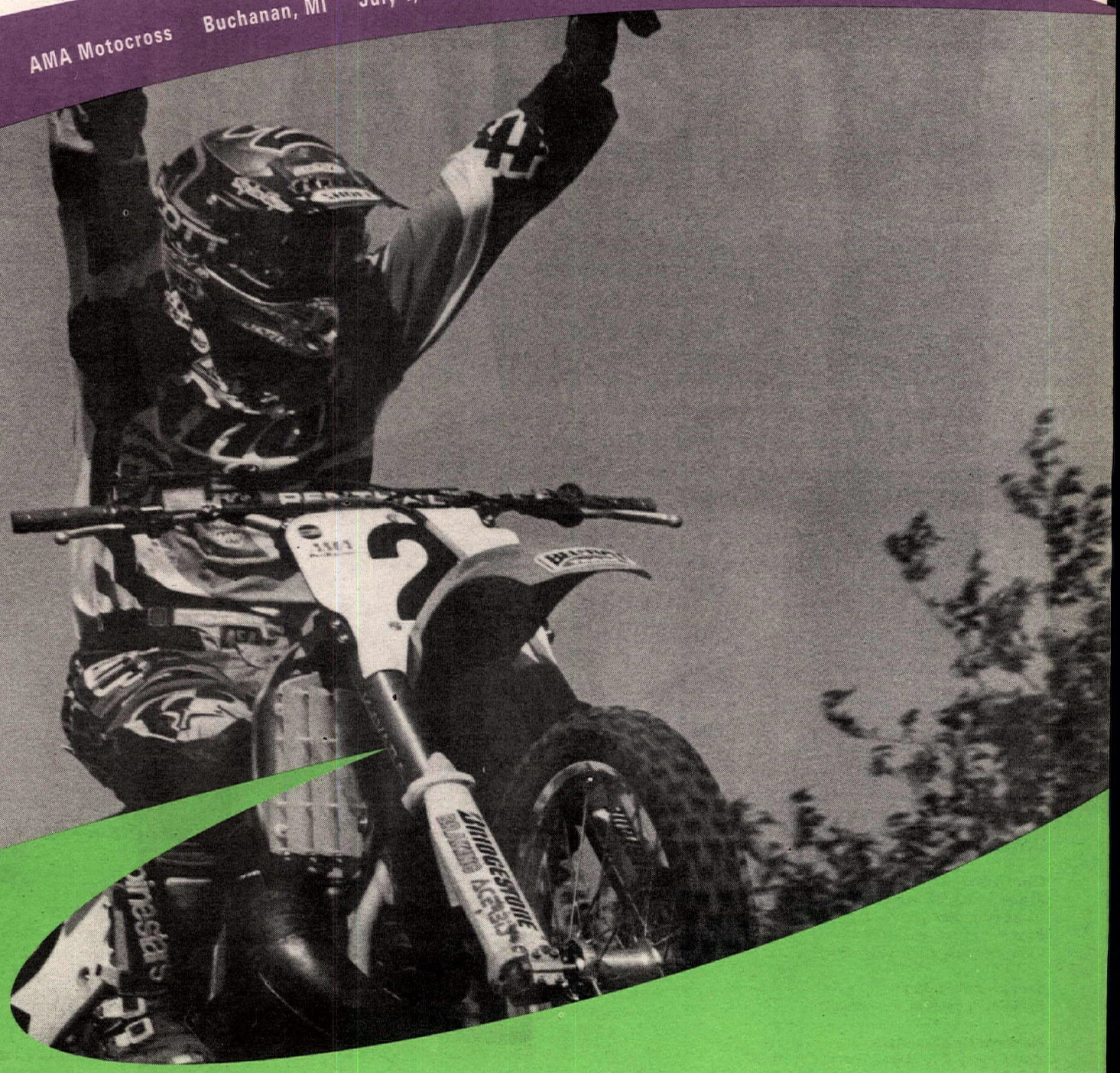
ON THE FRONT COVER

Winner Alessandro Gramigni (139) leads Larry Pegram (72) and Miguel DuHamel (1) at the Brainerd Superbike National. See page 6. Photo by Henny Ray Abrams.

Kawasaki MOTORSPORTS

Team Kawasaki AMA Motocross Buchanan, MI July 7, 1996



They say the sky turns green when a tornado hits.

When Jeff Emig tore through Buchanan on his KX250, the competition didn't know what hit them. Not satisfied with second place in the first moto, Emig grabbed the holeshot next time around. The Team Kawasaki rider successfully held the lead to the very end, narrowly escaping a gut-busting attempt to snag his victory. Emig's tenacity earned him an impressive 2-1 moto tally and overall victory at the Red Bud Track-N-Trail. No doubt, this talented rider is a force to be reckoned with.

"The crowd really kept me going all day long, and I have to thank them for that."
–Jeff Emig, Team Kawasaki rider

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Round 8: Brainerd International Raceway

Gramigni molto bene

Alessandro Gramigni (139) was spectacular in winning the Superbike National at Brainerd International, Raceway. The Italian led wire-to-wire. Larry Pegram (72) and Shawn Higbee (19) give chase on the opening lap.

BRAINERD, MN, JULY 14

With a puff of smoke at the end of Brainerd International Raceway's ultrafast first corner, the complexity of the AMA Superbike National Championship took a drastic turn, the pendulum taking a giant swing back toward Smokin' Joe's Honda's Miguel DuHamel and away from Muzzy Kawasaki's Doug Chandler.

Chandler's race ended and his championship hopes were dashed in a single blow on the ninth lap when his Kawasaki failed him while he was lying second, a fitting on the water pump breaking off and causing the engine to lose water and eventually expire. Chandler nursed the bike back to pit lane, but there was nothing that could be done to save his day. Meanwhile, DuHamel was able to finish a safe second, topping Vance & Hines Yamaha's Tom Kipp and Yoshimura Suzuki's Mat Mladin in a mad dash to the finish line, his championship hopes suddenly rekindled.

All of this happened well behind the race winner: Fast By Ferracci's Alessandro Gramigni. The Italian has now raced a superbike four times, and he's won twice - his first victory coming in a Wisconsin rainstorm in June, and his second coming under sunny Minnesota skies today. While his first win showed his wet-weather riding mastery, this one proved that Gramigni is no slouch in the dry. He used the top-speed advantage of his Michelin-shod Ducati and an immaculate riding style to simply race away from the field. He led by as much as eight seconds before backing it down in the final laps to ultimately win by 6.076 seconds in front of a crowd estimated at 20,000.

The race for second went the distance, with DuHamel obviously not as bold as he would have been if he hadn't witnessed Chandler's demise. For a while the spot was held by Mladin, but DuHamel and Kipp fought their way around the Australian and the three battled to the end with DuHamel getting second and Kipp third. The Yamaha rider had no clue their race was for second, and he rode to the truck rather than the winner's circle with the notion that he had finished fourth.

Fifth place went to Muzzy Kawasaki's Mike Smith, in his first finish since Homestead (three races ago), with Harley-Davidson's Thomas Wilson turning in another impressive ride to nab sixth.

In case you weren't paying attention, that's six different manufacturers in the top six spots - Ducati, Honda, Yamaha, Suzuki, Kawasaki, Harley-Davidson.

Yoshimura Suzuki's Aaron Yates, Smokin' Joe's Steve Crevier, Ferracci's Shawn Higbee and Harley-Davidson's Chris Carr rounded out the top 10 finishers in a race that featured fairly low attrition, at least with regard to the factory men.

But the mechanical blow suffered by Chandler and Kawasaki leaves a wound that runs deep. The Californian came into the Brainerd round with a 15-point lead, but he leaves 10 points behind DuHamel with only two races remaining, 230-220. And Kipp is now only five points behind Chandler as he continues to improve as the season grows old with three straight third-place finishes. Yoshimura Suzuki's Pascal Picotte, 11th today, is fourth in the series standings with 199 points, just six better than his teammate Mladin.

The first of two starts got under way under sunny skies with high clouds not a threat to shower the area. Gramigni got the jump on the field off the line, with Pegram tucking in behind. Ditto for DuHamel and Chandler. Gramigni had his head down from the get-go, leading by six-tenths at the completion of the first lap. The lead foursome already had a slight gap over the rest, with Pegram charging back to Gramigni's rear wheel in turns one and two.

While the leaders worked their way through turns four and five, Keith Marquez was crashing his Suzuki GSXR750 in turn one, the bike flying high in the air and ultimately coming to rest right on the outside edge of the track. With the bike in a precarious position, the AMA opted to throw out the red flag, bringing a stop to the proceedings.

A complete restart got under way in similar fashion to the first, with Ducatis at the front. This time, though, there were three of them as Pegram led Gramigni and Higbee into the first two corners. By the time they got to turn three it was Gramigni with the lead over Pegram and Higbee, the red train leading they way over Chandler, Crevier, Kipp, Mladin and finally DuHamel, who had started poorly. The second lap would be DuHamel's fastest and the fastest lap of the race, a 1:39.032.

After three laps, Gramigni and Pegram had opened a gap of nearly two seconds on Higbee, who seemed to be holding up the advances of Chandler and DuHamel, with Mladin and Kipp also getting up to speed behind them. DuHamel moved under Chandler in turn three to move into fourth place and he was just as quickly into third with a move around Higbee.

By Paul Carruthers / Photos by Henny Ray Abrams

On the fourth lap, Chandler blasted his way around the third Ferracci bike, and it was on the fourth lap that Eric Wood's Kawasaki caught fire on the front straightaway. When the pack came around to put five laps in the books, they were greeted with a plume of extinguisher powder that blinded them as they stormed through it. Gramigni actually raised his hand and slowed, thinking that a red flag would be thrown. The powder quickly went away, however, and the racing continued. But not for Pegram.

The primary gear was broken on the factory Ducati as he crossed the stripe after the fifth lap, and his race was over.

"I was just following him (Gramigni)," Pegram said later. "I didn't have any reason to pass him that early. We were getting away pretty good. I went for a shift and there was nothing."

By this point, Gramigni led Chandler - who had moved around DuHamel when the latter slowed slightly for the powder storm - by two seconds, despite doing his slowest lap of the race, a 1:43.

From there, Gramigni continued to pull away.

Chandler, too, started to pull clear, though DuHamel said later that was at least partially due to the fact that he could see liquid spraying from the rear of the Kawasaki.

"I was behind Doug (Chandler) and I could see stuff spraying out," DuHamel explained later. "I wasn't sure if it was water or oil, but I thought I could smell oil. I was trying to be safe, but not let him get away. I mean, the bike might make it to the end - you never know. I wasn't too sure what was going on there, but every time he downshifted smoke was coming out. I was thinking a ton of things, but as it turns out his bike was really sick. I didn't want to be too close to him and having this same conversation after being on the ground, 'Well, I knew there was oil coming out and I was following and crashed in it.' I was using different lines and trying to keep him in sight and maybe go by him. I couldn't get the confidence to just throw it in there with smoke and stuff coming out. I mean my shield was completely covered, my first tear-off. He came out of one, put his hand up and that was it."

On the ninth lap, Chandler's race came to an abrupt end when the Kawasaki lost power in turns one and two, the Californian nursing it back to the pits. A disappointed Chandler walked back to the Muzzy truck, dressed and promptly left the race track for a flight back to California.

With Chandler suddenly out, Gramigni had 3.6 seconds on DuHamel after nine complete laps. But DuHamel was being caught ever so slightly by those battling behind him - Mladin and Kipp. By the 13th of 21 laps, the three were together with Mladin leading the group on laps 15, 16 and 17 before giving way to Kipp for a lap, and then DuHamel again.

It came down to the final lap. Kipp drafted by going into turn one only to have DuHamel move back around in turn two. From there the French Canadian was able to hold his line to lead the other two back to the finish line, claiming second place and the championship points lead in the process.

"I was taking it easy (after Chandler went out)," DuHamel said. "I didn't want to be an idiot. Alessandro was riding really well and to catch him I would have had to ride really hard. Sometimes you feel real comfortable and the next thing you know you're on the ground. So I just rode easy for a few laps and just tried to keep him in sight. After that, the rear end was sliding so I said, 'Okay, I don't want to push it.' Going into the chicane I stopped downshifting it. I didn't want to rev it too much because I was starting to hear noises. I just decided to go for second. Tommy (Kipp) was riding really well, much better than the other riders through the infield section of this race track. So when he got in front he actually surprised me a bit. So I said, 'Okay, I've got to go a bit faster.' I picked it up and we got in a little race there for second place."

Kipp led Mladin across the finish line, with second through fourth separated by only 0.451 second.

(Above) Miguel DuHamel (1) and Doug Chandler (10) were close early in the race. Chandler moved around the defending National Champion before a mechanical failure knocked him out of the race and possibly the championship. (Right) Mat Mladin (66) finished fourth behind DuHamel (1) and Tom Kipp (16).

"It was a good race," Kipp said later. "I was able to catch the draft going into turn one, but I could never get the drive out of turn two that I needed. So that was Miguel's primary repassing spot, going into turn three. My bike was working great in the infield and I could always catch back up. On the last lap there were a lot of close opportunities to pass, but there was a lot at stake and there's still two races left. We're tickled because we had so much catching up to do and I'm happy to be back where we're at. We qualified 12th yesterday and I was giving it everything I had. We made some pretty big changes this morning, more or less educated guesses on what the bike needed. We spent a lot of time on the computer last night and a lot of time on the computer this morning and I think we made all the right decisions. We changed like five things, which is a lot. On the first start I was back there in like 10th; I wasn't going to get up there from back there. So the restart was a real blessing for us."

Then came Smith in fifth, an additional three seconds back, matching his best finishes of the year at Laguna Seca in April and Homestead in May. The Georgian ran the race alone, not quite able to get to the group in front of him but happy to have finished well.

"It went real good," Smith said. "I

Round 8: Brainerd International Raceway

Thomas Wilson (30) finished sixth on the factory Harley-Davidson. Steve Crevier (14) was back after an extended absence due to injury; he finished eighth.

was happy. Going down the front straight hurt me more than it needed to. I got a bad start both times, the gearing was too tall for the start. At times we were as fast as second, third and fourth. I was trying to catch up."

After struggling for most of the weekend, Mladin was both pleased and somewhat surprised with his fourth-place finish.

"I thought the race pace would be quicker," the Australian said. "I knew we could run mid to high 9s (1:39s), but I thought they'd do 8s. Doug (Chandler) was puffing smoke and we fell back a bit. Yeah, we're pretty happy. I'm having some problems with tire life, but that's more because of the characteristics of the Suzuki. It gets to 11,000 rpm and just goes *waaaaa*. For the first 12 or 13 laps I could stay with them out of the last corner. After that I was struggling. I knew we'd be competitive, but I didn't think we'd run with Miguel (DuHamel), though he most definitely could have been backing it down with Doug out."

Some eight seconds behind Smith came Wilson and the VR1000, barely ahead of Yates, Crevier and Higbee who were separated by only 0.760 second from sixth to ninth. Carr, meanwhile, managed to work his way around Picotte late in the race to earn 10th.

"The bike cut out once after passing Higbee, Crevier and Yates," Wilson said. "It did that intermittently throughout the whole race. There was also something in the shifting mechanism and I couldn't shift. Suspension- and tirewise, everything was good. I had a

Gramigni takes the pole

No, it wasn't raining.

With his victory in a rainstorm at Road America in June only adding to the rain legend of Alessandro Gramigni (right), it came as quite a surprise when the friendly Italian put his Fast By Ferracci Ducati on pole position at the ultrafast Brainerd International Raceway under sunny skies and on a bone-dry race track.

But that's exactly what he did, shattering the lap record in the process on the partially repaved 3-mile race track as he stormed to a 1:38.305 lap in the final session on Saturday afternoon. The effort was a complete turnaround from his last-round performance at the New Hampshire International Speedway, where he finished ninth on a race track he openly voiced his disdain for. Not bad, considering he'd only been contacted at his home in Italy by team owner Eraldo Ferracci on Tuesday of race week. Prior to that phone call, Gramigni wasn't sure whether or not he'd even be racing at Brainerd. And in a superbike world where Ducati riders are usually forced to defend themselves and the top speed of their V-twins, Gramigni also was quick to give credit to his truly Fast By Ferracci mount.

"I like every track, but I don't like Loudon," Gramigni said. "It's danger and I don't like danger. Maybe with more time racing there (at Loudon) I don't think danger. The bike is good on fast tracks, the tires - everything is good. No, I don't want rain. It's danger in rain. I think it's possible to go better. I made a calculation at my house and I've only been on this bike for 18 hours, and six hours is in the dry. Every session, I see something new and I want to change something."

Gramigni admitted that he'd almost crashed late in the session, after being a little overzealous when adjusting the tension on his steering damper. His Ducati had been clocked at 182 mph (3-5 mph quicker than the best of the four-cylinders) at the end of the front straight, leading into the harrowing first corner, a turn that worried Gramigni somewhat.

"Turn one is no trouble, but it may be dangerous in the race," the 27-year-old Italian explained. "But maybe if there is crazy rider in front. Well, not crazy but - I don't know in English. Maybe some rider who try too hard - it's possible to touch. When you go in, you can never change your idea."

Gramigni's flyer barely topped his teammate Larry Pegram, who was second fastest at 1:38.354. "Everything's going good," Pegram said. "We did those times with race tries and no matter how many times they (the Dunlop riders) say they did, they didn't.

"I wish he (Gramigni) wasn't here - he's the guy I think will be the most trouble tomorrow," Pegram joked. "I think we've got 'em covered. Doug (Chandler) has to be careful because of the championship and Miguel (DuHamel) has to go for broke. He can't not win and that may make it more difficult for us. I think Miguel and Doug will be there, but me and Alessandro can maybe get away if we run together. By yourself it would be difficult, but with one other person it's possible."

The first of the non-Ducatis was the Muzzy Kawasaki ridden by championship leader Doug Chandler. The Californian clocked a 1:38.369, but thought he could have gone quicker.

"I should've gone in the corner a little bit deeper," Chandler said with a smile. Which one, he was asked. "All of 'em," he joked. "No, we've got a good setup. We did nine laps and only one of them was a 39. I'm really comfortable and I don't think anybody can get away. I think we'll have something for the end of the race. Turn one is good, but I wasn't carrying speed and getting it turned in (turn) two. Yesterday I had a big moment in one with a Daytona front tire. I thought we had a good shot at it (pole position) because the times were so close. I guess I should've tried a little harder on the last lap, but I'm happy with what I've got. I just need to get out there and get some more laps in."

Chandler's bike weighed in at some 20 pounds more than Pegram's Ducati, something he put down to a new stainless-steel pipe and the on-board computer system. "That's no good. We've got to get it (the weight) back down," Chandler said.

The front row was completed by Smokin' Joe's Honda's Miguel DuHamel, the French Canadian less than happy with not being on pole position and not securing the extra championship point he so desperately needs to catch Chandler. DuHamel clocked a 1:38.498 after crashing his RC45 in turn five during the morning session.

"It wasn't a good day," DuHamel said. "In the morning I had a crash in turn five and that was on lap 20 of a 21-lap test. It was my fault, I just locked the front with a little bit too much front brake. I've sprained my left wrist and tweaked the bike enough to make them work until late this evening. I'm really disappointed and my confidence is down. We're still testing, trying things. We didn't get the pole, but at least (Doug) Chandler didn't get the pole. Fortunately, there are a lot of guys going fast and a lot of them will be up there tomorrow. I just hope they're fast enough to be in front of Doug and slow enough to be behind me. As far as the championship, it kind of hurts because it's no longer in my hands. I'll do the best I can and see what happens. With a race pace and a race setup, I think we're still the fastest."

Row two would be led by the factory Harley-Davidson of Thomas Wilson, the Ohioan lapping at 1:38.858 on the VR1000, the last rider to circulate in the 1:38s. He led Muzzy Kawasaki's Mike Smith (1:39.071), Fast By Ferracci's Shawn Higbee (1:39.191) and the returning Steve Crevier (1:39.609) on the second Smokin' Joe's Honda.

Row three would consist of the three Yoshimura Suzukis, led by Aaron Yates with he and Australian Mat Mladin making a Pascal Picotte sandwich. The row was filled by Vance & Hines Yamaha's Tom Kipp.

"I'm just having one of those weekends," Mladin said. "I can't get anything right. I'm missing lines and everything. I think we'll be good for low nines (1:39s) in the race, in the draft."

medium-compound tire on for the first start, but we changed to a soft one for the restart. That was a positive decision." CN

Brainerd International Raceway
Brainerd, Minnesota
Results: July 14, 1996 (Round 8 of 10)

SUPERBIKE QUALIFYING: 1. Alessandro Gramigni (1:38.305); 2. Larry Pegram (1:38.354); 3. Doug Chandler (1:38.369); 4. Miguel DuHamel (1:38.498); 5. Thomas Wilson (1:38.868); 6. Mike Smith (1:39.071); 7. Shawn Higbee (1:39.191); 8. Steve Crevier (1:39.609); 9. Aaron Yates (1:39.645); 10. Pascal Picotte (1:39.720); 11. Mat Mladin (1:39.735); 12. Tom Kipp (1:39.851); 13. Chris Carr (1:40.750); 14. Michael Taylor (1:41.149); 15. Eric Moe (1:42.055); 16. Tripp Nobles (1:42.681); 17. Eric Wood (1:43.217); 18. Al Salaverria (1:43.700); 19. Andrew Deatherage (1:43.924); 20. Mark Black (1:44.419); 21. Mark Miller (1:44.449); 22. James Randolph (1:45.040); 23. Dave Estok (1:45.157); 24. Frank Wilson (1:46.201); 25. Richard Alexander Jr. (1:46.238); 26. Dax Snow (1:46.794); 27. Daniel Bailey (1:46.941); 28. Mark Junge (1:47.104); 29. Steve Patterson (1:47.109); 30. Keith Marquez (1:47.365); 31. Roger Hendricks (1:47.847); 32. James Milroy Jr. (1:47.854); 33. Mike Walsh (1:48.020): 34. Jim Dickenson (1:48.813); 35. Gary Ricci (1:51.432); 36. Dan Wade (1:51.819).

(Left to right) DuHamel, Gramigni and Tom Kipp celebrate in Brainerd's winner's circle after posting 1-2-3 finishes in the National.

Briefly...

Alessandro Gramigni pocketed $4000 of the $28,500 superbike purse with his win at Brainerd International Raceway. Miguel DuHamel earned $3200 for finishing second and Tom Kipp took home $2300 for his third-place finish.

Rob Muzzy confirmed at Brainerd that **Doug Chandler** and **Mike Smith** will not compete in the Suzuka 8-Hour for Kawasaki. "Basically, it was decided that they'd run just the Japanese teams and the World Superbike team," Muzzy said on Saturday. "Doug is in championship contention and there's a potential for high risk there. It didn't make sense, so we basically just withdrew. We'll be well represented there with no risk to Doug." In addition to two Japanese-run teams, Kawasaki will also field the Muzzy team of **Anthony Gobert** and **Simon Crafar** with sponsorship from a Japanese credit card company.

Brainerd marked the debut of the brand-spanking-new **Smokin' Joe's Honda** semi, though it was being pulled by the old tractor. The new one is on order, according to team owner Martin Adams.

Who has had more points-paying finishes than any other in the history of AMA Superbike racing? **Dale Quarterely**. Through the end of the 1995 season, the New Englander had scored points in 79 races. Next on the list is Fred Merkel with 54, followed by Wes Cooley with 51, John Ashmead with 50 and Tom Kipp with 49.

Kinko's Kawasaki's **Jason Pridmore** made a welcome return to racing at Brainerd after breaking his leg in a mountain bike accident prior to Mid-Ohio in June. Pridmore was riding with a full-length brace on his right leg, the same leg he broke in the winter of 1994. "It hits the hinges a bit and there's really not enough room to move around, but it's not too bad," Pridmore said after qualifying 11th. The Californian would later finish fifth in the 600cc Supersport final.

Nate Wait suffered a broken left femur, a fractured left arm and wrist, a concussion and a bad laceration on his left leg in a crash during the Harley-Davidson SuperTwins qualifying session on Saturday afternoon. The 17-year-old lost control of his Sportster on the exit of the final corner, gathered it back but hit the wall that lines the outside of the front straightaway. Wait ended up flying over the wall and coming to a stop at the guardrail. His leg was badly sliced when it struck one of the loops which sticks out from the top of the removable concrete wall. Wait was taken to St. Joseph's Medical Center in Brainerd, but was later airlifted to North Memorial Hospital near Minneapolis where he underwent surgery on his arm. In addition to the plate placed in his arm, Wait is also scheduled to have plastic surgery on his leg. Wait came into the Brainerd race lying second in the championship point standings behind Ben Bostrom.

There will be four riders on Fast By Ferracci Ducatis for the World Superbike round at Laguna Seca Raceway on July 21 - Alessandro Gramigni, Larry Pegram, **Michael Barnes** and **James Randolph**. Both Barnes and Randolph have leased the bikes for the event. "I just felt really good at Loudon after leading the Supersport race, so I talked to Eraldo (Ferracci)," Randolph explained. "He told me what it would cost to get a bike and I figured I knew 10 people with that much money. I just started asking people for money and I got it. I'm not getting any younger so I might as well take a shot at it."

Privateer **Steve Vlasblom** worked a deal to be sponsored by Trek bicycles for the Brainerd event, and was given a top-of-the-line Trek mountain bike in return for doing in-store promotions for Easy Rider Bicycles, a local Trek dealer. Vlasblom had his best qualifying performance of the year in the SuperTwins class, putting his Southern Nevada Harley-Davidson 11th on the grid. Vlasblom's Yamaha "superbike," meanwhile, stayed in the back of the truck for the weekend. "I'm not running it until it's a full superbike," Vlasblom explained. "And it'll take $20,000 in parts to get it there. I can't be competitive with the way it is now. I'm working it so hard that I'm breaking the engine-mount bolts."

Three-time World Champion **Freddie Spencer** was back at Brainerd International Raceway, working as a color commentator for Prime Network and Speedvision. Spencer was joining host Larry Maiers and color man Dave Sadowski and will likely do the remaining rounds of the AMA series. Spencer has been attending as many car races as possible, both CART and IRL, in hopes of securing a ride. He has also tested a Formula 2000 car and hopes to race it later in the season. Spencer is planning to move to Las Vegas, Nevada, later in the year.

Turn one at Brainerd is about as harrowing as they get on the AMA schedule. The top superbikes enter the right-hand corner at over 175 mph and from there it's a test of nothing but front-tire grip and rider bravado. As for thoughts on turn one, former dirt tracker **Larry Pegram** had the following response: "I wish it was made to go the other direction," he said. "I'm about wide open in one now. If it were the other way, I know I could go wide open. I'm making up a lot of time on people in that corner."

The best response in regard to turn one goes to **Miguel DuHamel**, who said that he can't get himself to go through the corner wide open because: "My skirt blows up over my helmet and I can't see."

Smokin' Joe's Honda's **Steve Crevier** returned to racing at Brainerd after suffering a ruptured spleen, broken ribs and other injuries in a freak personal watercraft accident at the end of May. It didn't take Crevier long to get back to speed and he qualified eighth in the Superbike National, despite his inactivity on a race bike. "I lost it in turn two severely and banged my ribs," Crevier said after qualifying. "Now it's back to being pretty sore, but I think a night's sleep will help me. It's still pretty frustrating because before I got hurt I was right at the tail end of the fast pace, and now I'm still right at the end of it. Merlyn (Plumlee, his crew chief) says I can't just take two months of and come right back. He figures we're okay, but I just want to be with the guys." As for his race fitness: "It doesn't matter, as long as I don't hit my ribs," Crevier said. "Cardiowise, I feel good. I did a cross country race and that was three hours long. I did fine with that. But if I bang my ribs, it's not pretty." Crevier finished eighth in the National.

Minnesota State Lottery tickets were awarded to the fastest qualifiers in each of the five classes and to the winner of the Performance Machine SuperTeams race. On Saturday afternoon the teams which had won the tickets were madly scratching them off to see if they had won prizes ranging from $1 to $10,000 per ticket. The Fast By Ferracci team earned the most tickets. They were given 500 of them when Alessandro Gramigni qualified on the superbike pole, and the team ended up pocketing $283 from the Paul Bunyan tickets. Thomas Stevens ended up claiming $228 from the 400 tickets he earned for qualifying on pole position for the 600cc Supersport final. As of Sunday morning, Scott Zampach's crew was still busy scratching tickets and by the end of the day they had accounted for $215.

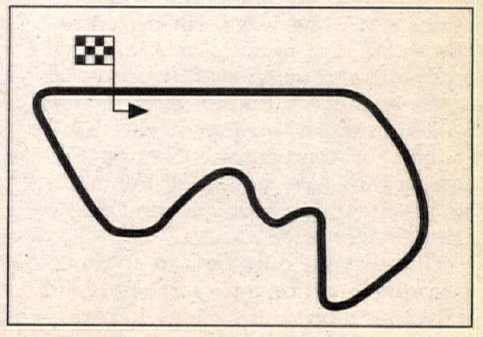
Alessandro Gramigni didn't find out he would be racing at Brainerd until the week of the event, when he was contacted by **Eraldo Ferracci**. "I go home and I speak with Eraldo that he would decide if I go racing or not," Gramigni explained. "He didn't telephone me for two weeks. I have one chance to go and ride private 250cc Honda in Italy. It wasn't a factory bike, but it was possible to win. I want to go there, but then Eraldo telephone me and ask me if I want to try again here at this race and Laguna. For sure I go to Laguna, but I don't know if I race. I must speak with Eraldo." Although he felt he was getting up to speed, Gramigni was worried that his speed wouldn't be enough to make him competitive for the World Superbike race. Team manager Larry Ferracci, however, said that Gramigni would be racing at Laguna.

SUPERBIKE NATIONAL: 1. Alessandro Gramigni (Duc); 2. Miguel DuHamel (Hon); 3. Tom Kipp (Yam); 4. Mat Mladin (Suz); 5. Mike Smith (Kaw); 6. Thomas Wilson (H-D); 7. Aaron Yates (Suz); 8. Steve Crevier (Hon); 9. Shawn Higbee (Duc); 10. Chris Carr (H-D); 11. Pascal Picotte (Suz); 12. Michael Taylor (Kaw); 13. Andrew Deatherage (Kaw); 14. Mark Miller (Suz); 15. Frank Wilson (Suz); 16. Daniel Bailey (Suz); 17. Mark Junge (Suz); 18. Steve Patterson (Suz); 19. Jim Dickenson (Suz); 20. Roger Hendricks (Suz); 21. Dan Wade (Suz); 22. Mike Walsh (Yam); 23. Dave Estok (Duc); 24. Doug Chandler (Kaw); 25. James Milroy Jr. (Kaw); 26. Larry Pegram (Duc); 27. Tripp Nobles (H-D); 28. Eric Wood (Kaw); 29. Al Salaverria (H-D); 30. James Randolph (Suz); 31. Eric Moe (Kaw).

Time: 35 min., 0.298 sec.
Distance: 21 laps, 63 miles.
Average Speed: 107.985 mph.
Margin of Victory: 6.076 sec.

AMA SUPERBIKE NATIONAL C'SHIP POINT STANDINGS (After 8 of 10 rounds): 1. Miguel DuHamel (230/4 wins); 2. Doug Chandler (220/1 win); 3. Tom Kipp (215); 4. Pascal Picotte (199/1 win); 5. Mat Mladin (193); 6. Shawn Higbee (163); 7. Larry Pegram (153); 8. Aaron Yates (145); 9. Thomas Wilson (125); 10. Steve Crevier (124); 11. Alessandro Gramigni (121); 12. Chris Carr (110); 13. James Randolph (108); 14. (TIE) Mike Smith/Al Salaverria (106); 16. Mark Miller (105); 17. Jamie James (84); 18. Dave Estok (82); 19. Tripp Nobles (79); 20. Frank Wilson (73).

Upcoming Rounds:
Round 9 - Sonoma, California, August 25
Round 10 - Las Vegas, Nevada, October 6



Round 8: Brainerd International Raceway

Miguel DuHamel (1) leads Thomas Stevens (2) and a host of others in what was a thrilling 600cc Supersport final at Brainerd International Raceway.

AMA Honda Pro Oils 600cc Supersport Series
Round 8: Brainerd International Raceway

Wow!

By Paul Carruthers
Photos by Henny Ray Abrams

BRAINERD, MN, JULY 14

Five different riders led the 600cc Supersport final at Brainerd International Raceway and the outcome was in doubt until the very end of the 13-lap, 29-mile race. Some of those who led had never led before. The one who led last was Smokin' Joe's Honda's Miguel DuHamel, naturally.

In what was easily the best 600cc Supersport final of the season and perhaps the best ever, DuHamel led early, slipped back as far as eighth when he was nearly bashed off the track by Matt Wait, and led again at the end, barely beating Kinko's Kawasaki's Thomas Stevens as the two veterans somehow managed to hold off a horde of overzealous youngsters.

In the end, the best of those up-and-comers was 4 & 6 Cycle's Todd Harrington, the Road America winner fighting back on the final lap after being bumped backward from his one-time lead in the mad scurry that was the final at Brainerd. Harrington's efforts, though, may go for naught as his engine has been sealed (so that he can still use it at the new round at Laguna Seca on July 21) by the AMA and will be inspected following the next round. The AMA cited "cosmetic and material differences" as to the reason for the decision. "We'll pull his motor and investigate after Laguna," AMA road race manager Ron Barrick said. "We're sealing the motor because he didn't have anything else to race next weekend."

That was the only flaw in an otherwise stunning race, a pack of seven and eight riders circulating together, running two, three and sometimes four wide through the ultrafast turns one and two.

Right behind Harrington came Zero Gravity's Ben Bostrom in his best ride of the year. The likable Californian put the coaching he received the day before from DuHamel to good use, taking his time as he came through from the back of the lead group to lead the race on the final lap. Only a bad slide on the exit of turn three prevented him from doing better as it allowed not only DuHamel but also Stevens to pass. Bostrom also erred in the final corner, sliding wide and allowing Harrington to slip through for the final rostrum spot.

Kinko's Kawasaki's Jason Pridmore was also impressive. Back after missing the last three races with a broken leg, Pridmore was quickly up to pace and his final-lap surge pushed him all the way up to fifth, despite the fact that he rode the race with a somewhat cumbersome brace on his injured right leg.

Hyd-Mech Saws' Owen Weichel finished sixth, leading a group of riders that included Erion Racing's Doug Toland, Bandit International's Matt Wait, Moto Liberty's Gerald Rothman Jr. and Erion's Andrew Stroud, who rounded out the top 10 finishers.

The win further extended DuHamel's already-rotund points lead. The French Canadian now leads Stevens by 26 points, 264-238, with three races remaining on the schedule. Toland is third with 201 points, seven clear of Rothman and eight ahead of Bostrom.

Stroud had problems on the grid, his Honda smoking after something had spilled on the engine. He was aided by team owner Kevin Erion, but still got a bad start while also somewhat balking Smokin' Joe's Steve Crevier, who was gridded behind the Kiwi.

DuHamel, meanwhile, had no such problems as he jetted off the line and into the lead, the pack screaming off the grid behind him and heading into turns one and two three and four abreast. Stevens moved around Wait in turn three to take over second behind his championship-series rival. That's how they finished the first lap, with the lead threesome having pulled a slight gap ahead of another group that included Jamie Bowman, Harrington, Weichel, Toland, Rothman and finally Bostrom.

The lead changed hands shortly thereafter, with Stevens moving by DuHamel in turn one. A lap later and DuHamel did the same thing to Stevens, making a pass in the first corner. When the pack got to turn three things really heated up. Wait entered the corner with his rear wheel locked up, the dirt tracker sliding the bike into the corner and knocking DuHamel way off line and all the way back to eighth place.

"I think he crashed, he just forgot to fall," DuHamel said later. "I heard a bike grinding, wheels locked."

The man who gained the most from the incident was Harrington, who sneaked through the melee on the inside and exited turn three with the lead. Harrington continued to lead, with up to 13 bikes in the lead draft.

By the fifth lap, Harrington was still in front, but DuHamel was up fourth, trailing only Wait and Stevens. Behind him came a swarm that included Weichel, Rothman, Pridmore, Bostrom, Toland, Bowman, Stroud and finally Muzzy Kawasaki's Mike Smith.

Wait took over on the sixth lap, but both Harrington and DuHamel charged by on the entrance to turn one, then DuHamel shot to the lead with a move in turn two. A lap later, Harrington returned the favor, shooting by the all-time 600cc Supersport win leader in turn two.

By the 11th of 13 laps, Bostrom was suddenly in the fray, biding his time just like DuHamel had told him the day before. Heading into turn three, he took the lead for the first time.

"Ben (Bostrom) was riding really well," DuHamel said with a coy smile. "I coached him yesterday, and I probably won't do that anymore. He went into three and I went to the inside just to make sure no one stuffed through on the inside. But I'd never been there before and I wasn't sure of the track, so I braked semi-deep and Ben went for it on the outside and outbraked me. I got behind him and coming out he just came really close to high-siding. I went by him and then I was waving him on, 'C'mon Ben, don't give up.' I think he scared himself pretty bad there."

After Bostrom's miscue, DuHamel had Stevens in his tailpipe, but the Floridian wasn't going to do anything stupid. Instead, he finished second.

"Nobody wants to win as much as I do," Stevens said. "We were just out there trying to fend off the guys who were riding over their heads. I know it's a great show and it looked really good, but a couple of guys were riding really, really hard. Miguel and I were just cruising around waiting for the laps to count down. Once they did, we went ahead and picked a lot of those guys off because I fell pretty far behind at one point. We picked 'em off and went up to the front. Ben (Bostrom) kind of messed me up a little bit when he almost ran into Miguel and then - I had the chance today, but the only thing I could have done was to run into Miguel and maybe knocked both of us down. I'm not going to do that - not to win. We'll have our day."

Bostrom's final error, a slight slide on the exit of the final corner, allowed Harrington to finish third.

"I think I was a little faster through one and two," Harrington said. "I went in behind Miguel and he let off for a second and I almost hit him. I hit the brakes and went way wide and everyone went by me. When I was leading I could run my own lines and it was good. Back in the pack, in every corner someone would come by you. On the last lap I was seventh and Wait went into turn three real hot and took two guys wide - I went up the inside. I had one last chance in the last corner and he (Bostrom) went wide."

The man who suffered the most on the final go-around was Wait, who ran off the track and dropped back to an eventual eighth.

"Every year here at Brainerd it's real tight," DuHamel explained. "This was just one more of those scenarios - a draftfest. No matter how fast you are through the infield, when you get to the front straight you're a sitting duck. It made for a great race. Todd (Harrington) rode really well and Thomas rode great. He was always there. I went into the last corner pretty deep and I thought if he was going to come on the inside there wasn't much room there. But I have full faith in Thomas. It was a really hard race. I got bumped back to eighth or ninth when Matt Wait came inside of me. A lot of guys were really excited, a lot of them not used to being up front. Obviously, they're not as experienced as Thomas and me and they were making mistakes and putting us in jeopardy in some places." CN

Brainerd International Raceway
Brainerd, Minnesota
Results: July 14, 1996 (Round 8 of 11)

600cc SUPERSPORT FINAL: 1. Miguel DuHamel (Hon); 2. Thomas Stevens (Kaw); 3. Todd Harrington (Kaw); 4. Ben Bostrom (Hon); 5. Jason Pridmore (Kaw); 6. Owen Weichel (Kaw); 7. Doug Toland (Hon); 8. Matt Wait (Hon); 9. Gerald Rothman Jr. (Hon); 10. Andrew Stroud (Hon); 11. Jamie Bowman (Hon); 12. Mike Smith (Kaw); 13. Steve Crevier (Hon); 14. Steve Johnson (Hon); 15. John Staska (Hon); 16. Harold Winkles (Hon); 17. Daniel Brody (Kaw); 18. Brad Zajic (Kaw); 19. Jason

Hanson (Hon); 20. Gordon Lunde Jr. (Kaw); 21. Ken Uekert (Hon); 22. Dan Fischer (Hon); 23. Charles Jondal (Hon); 24. Brant Freeburg (Hon); 25. Michael Conlon Jr. (Hon); 26. Kurt Marmor (Hon); 27. Tetsu Imanishi (Kaw); 28. Eric Wood (Kaw); 29. David Lloyd (Hon); 30. Eric McNutt (Hon).
Time: 22 min., 56.768 sec.
Distance: 13 laps, 39 miles.
Average Speed: 101.978 mph.
Margin of Victory: 0.147 sec.
600cc SUPERSPORT SERIES POINT STANDINGS (After 8 of 11 rounds): 1. Miguel DuHamel (264/5 wins); 2. Thomas Stevens (238); 3. Doug Toland (201); 4. Gerald Rothman Jr. (194); 5. Ben Bostrom (193); 6. Andrew Stroud (179/1); 7. Todd Harrington (178/1); 8. Matt Wait (166); 9. Mike Smith (145/1); 10. Steve Crevier (129); 11. Brian Parriott (114); 12. Ken Melville (112); 13. Christopher Rankin (110); 14. Jason Pridmore (101); 15. Owen Weichel (100).

Upcoming Rounds:
Round 9 - Monterey, California, July 20
Round 10 - Sonoma, California, August 25

AMA 250cc Grand Prix Series
Round 8: Brainerd International Raceway

Oliver on a mission

By Henny Ray Abrams

BRAINERD, MN, JULY 14

Since it's clear that Rich Oliver has no one to race with in the 250cc Grand Prix class he's begun racing against himself, but not without a reason. After dominating the class for the last three years, the two-time defending 250cc GP champion feels it's time for another challenge and is determined to move up to the Superbike class. So instead of taking pity on his fellow competitors, and backing off after building up a lead as he has in the recent past, Oliver hammered to the very end. The last two laps were, in fact, his fastest of the race, a race he owned every inch of the way en route to his eighth win in eight tries this season.

"I want to get in a situation that's more challenging," Yamaha-mounted Oliver said. "I want to ride for Yamaha in any capacity. I'm ready." His performance today underlined it.

Speeding away from the pole position, Oliver lapped the 3-mile course more than a second and a half a lap faster than anyone else, buidling up a 12-second lead at the halfway point, then piling it on. When he crossed the line at the end of the 13-lap, 39-mile race, Oliver had amassed a 21.681-second lead, averaging 105.388 mph, quite a bit faster than his 16-lap record from last year of 103.435 mph.

"I know you have to ride hard every lap in Superbikes," Oliver said after his 30th career 250cc GP win. "I was just able to lay down those laps. It was really practice for something more demanding, to show those who think that I'm not ready that I'm ready."

The win, along with leading the most laps, gives Oliver a perfect 288 points, 58 more than Randy Renfrow, second today after a hectic final few laps.

From the start the Honda-mounted Renfrow had clear air, breaking away from the rest of the 21-rider pack while trailing Oliver. Once he broke the draft on third-placed Kristian Kaas of the Performance Machine team, he was able to build up a lead on the Yamaha-equipped Finn that reached nearly five seconds at the end of the sixth lap. Then Kaas started to come back at him, quickly whittling away the advantage.

"I didn't let him catch me," Renfrow said. "I did get a little nervous and slowed down. My lap times went back up to 44s. I think I even saw a 44.3, which is not too good considering I was doing low to mid 43s at the beginning. I slowed down and he sped up. He just caught me. Frankly, I thought this would be a battle anyway. It's a battle every year here."

With less than two laps to go Kaas caught up to Renfrow going into turn three, taking the inside line away for what would be the last time. Renfrow knew to protect it from then on and was able to get back in front of Kaas at the end of the front straight on the final lap.

"I worked so many laps to catch Randy," Kaas said. "My lap times improved bit by bit and when I catched him, I passed him quickly. And then I passed him going into turn three and he followed me the last lap. The end of the main straight he passed me. His bike is faster than mine."

"On the last lap I just got a really, really good drive coming out of one down to two, really good drive through two, big slide through two - controllable - but great big rear-wheel slide through two," Renfrow said. "I came out of there probably 500 rpm higher than the lap before. Then I broke later and I broke toward the inside. I practiced almost all weekend, inside entry, inside braking, knowing that you'd need that stuff to get by people and knowing that you'd need that stuff on the last lap."

Kaas knew that his chances were slim at this point. His motorcycle was moving around and his tires were hot. "All of the corners he braked in, to the inside line. I had to stop. I had to pass outside. He just worked me exactly the right way. What you can expect? He's really experienced. He's a really good rider. I might have had a chance in the last corner to pass him, but it might have ended anyhow."

At the line the difference was just a few bike lengths, Renfrow holding on for his second consecutive second-place finish, and third of the season. By finishing in front of Kaas he also stayed in front of him in the championship standings by three points with two races left.

Before he began his pursuit of Renfrow, Kaas had to shake off Deutsche Financial Services' Mark Foster, which was easier said than done. Foster stuck to Kaas until there were only about three laps to go, at which point he lost touch. He would finish about 4.5 seconds back in fourth, but better than 12 in front of fifth-placed Roland Sands.

Performance Machine's Sands started the race on a less than perfect Yamaha. He had damaged his good engine in practice and had to replace his cylinders with stock parts. The difference, he would find, would be a lack of top end, a potentially fatal malady on the long Brainerd front straight.

From the first lap on, Sands was hooked up with Team World Sports Imports' Bobby Keith, their order not changing, nor the gap between them, for much of the race. Keith was able to stick with Sands almost to the end when he tried to make his move. It would come in turn one and Sands was adamant that it wouldn't succeed.

"Going into turn one he passed me a couple of times and I would pass him between two and three," Sands said. "And then he went to pass me going into one and he got in there too hot. We got in there side by side and I just told myself, 'I'm not going to roll off till he does.' and I just shoved it inside of him. It was a pretty close one. So I looked back the next lap and he was pretty far back."

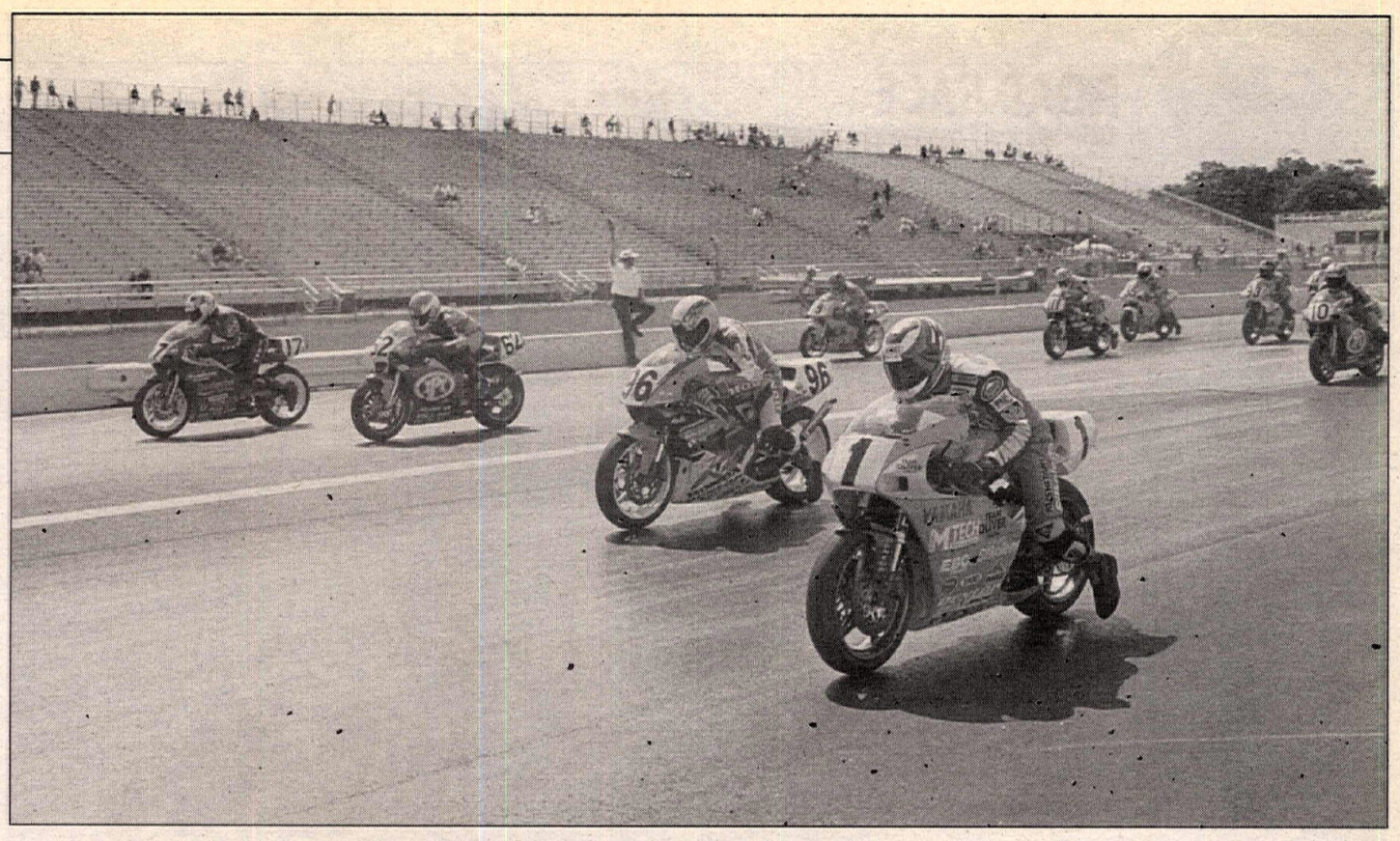
At the flag the difference was about a second and a half with Keith sixth. Seventh place was a 24-second wait until John France crossed the line. France was part of a five-rider dice that went to four on the final lap when Minnesotan Bryan Okubo dropped out. With two laps to go France was back in 10th. The next lap he was up to eighth and he gained another spot by the end, dropping Mark Orchard to eighth in front of Perry Melneciuc.

Ross Baron Racing's Derek King was 10th after a traumatic weekend. His 1994 Yamaha TZ250 had been stolen from a motel in St. Cloud, Minnesota, earlier in the week and a $1000 reward was offered. The bike was found on Saturday and he was allowed to start from the back of the pack. CN

Brainerd International Raceway
Brainerd, Minnesota
Results: July 14, 1996 (Round 8 of 10)

250cc GRAND PRIX: 1. Rich Oliver (Yam); 2. Randy Renfrow (Hon); 3. Kristian Kaas (Yam); 4. Mark Foster (Yam); 5. Roland Sands (Yam); 6. Bobby Keith (Yam); 7. John France (Hon); 8. Mark Orchard (Yam); 9. Perry Melneciuc (Hon); 10. Derek King (Yam); 11. Jason Roth (Yam); 12. Bruce Lind (Yam); 13. John Burgoyne (Hon); 14. Jim Bonner (Yam); 15. David Pare (Hon); 16. Dave Avery (Yam); 17. Kevin Cisaroski (Yam); 18. Andy Edwards (Yam); 19. Bryan Okubo (Yam); 20. Kevin Carlin (Yam); 21. Cliff Tolley (Yam).
250cc GRAND PRIX C'SHIP POINT STANDINGS (After 8 of 10 rounds): 1. Rich Oliver (288/8 wins); 2. Randy Renfrow (230); 3. Kristian Kaas (227); 4. Mark Foster (204); 5. Perry Melneciuc (175); 6. Bobby Keith (172); 7. Cliff Tolley (161); 8. John France (150); 9. Roland Sands (139); 10. Jason Roth (114); 11. (TIE) Derek King/Mark Orchard (106); 13. Chris Rogers (91); 14. John Burgoyne (90); 15. Mike Sullivan (82); 16. Jason Paden (76); 17. Nick Ienatsch (75); 18. Greg Esser (74); 19. Dave Avery (71); 20. Bill Himmelsbach (66).

Upcoming Rounds:
Round 9 - Sonoma, California, August 25
Round 10 - Las Vegas, Nevada, October 6



The 250cc Grand Prix final gets under way with Rich Oliver (1) already getting a jump on the field. As always, Oliver dominated with Randy Renfrow (96) finishing second.

AMA Teamline 750cc Supersport Series
Round 8: Brainerd International Raceway

Taking turns

By Paul Carruthers
Photo by Henny Ray Abrams

BRAINERD, MN, JULY 13

The Yoshimura Suzuki duo of Pascal Picotte and Aaron Yates continued their season-long habit of trading wins in the 750cc Supersport Series at Brainerd International Raceway, and this time it was Picotte's turn.

The French Canadian won his fourth race of the season, matching Yates' four wins, and he did so with a narrow, 0.147-second win over Yates, who had won the previous round in New Hampshire, but was beaten by Picotte in the round before that in Wisconsin. Well, you get the picture.

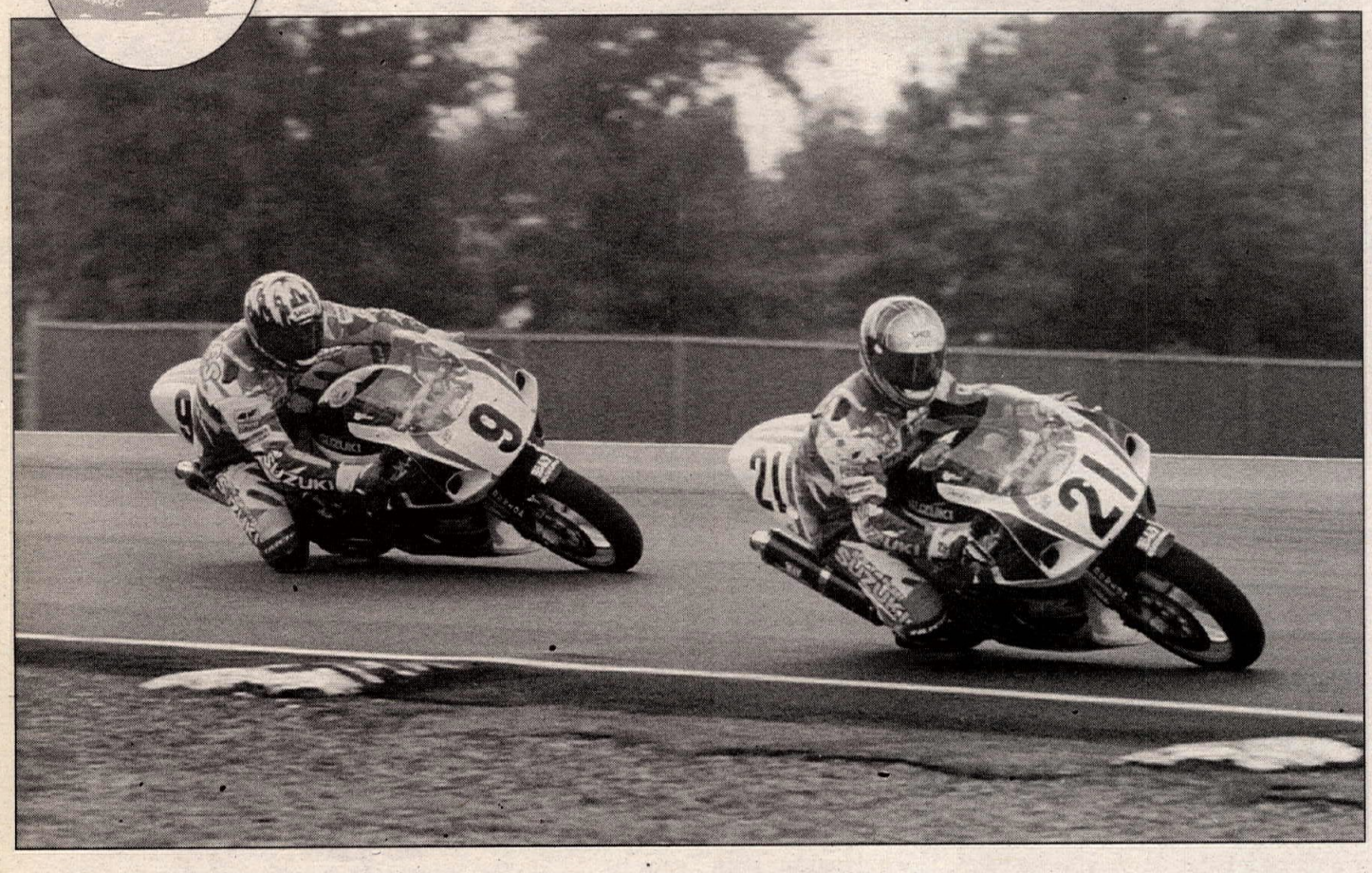
Third place at Brainerd went to Ebsco's Michael Barnes, the only rider who has shown that he can even think about keeping the two Yoshimura bikes in sight. Barnes stuck with the lead duo early on, and it was enough to pull him well clear of the pursuing pack.

That pack was led by Barnes' teammate Mark McDaniel, the Santa Rosa, California, resident holding off fellow Californian Mark Miller and his Team Suzuki Sport GSXR750. Then came Hooters' Jim Leslie, Team Suzuki Sport's Mark Black, Hudson Valley MC's Richard Alexander Jr., Dats Racing's Dax Snow and Ebsco's Walt Dorsch.

The win gives Picotte a six-point margin over Yates in the championship point standings, 272-266, with two races remaining in the 10-round series. McDaniel is third with 221, but Barnes continues to close on his teammate with 218. Miller is a solid fifth with 187 points.

Picotte nailed the lead off the start, with Barnes and Yates in tow and those three quickly opening a gap over the rest. Barnes held on to second for another go-around before Yates moved by to close in behind his teammate. Barnes

Round 8: Brainerd International Raceway



(Left) Pascal Picotte (21) won the 750cc Supersport final after a spirited battle with his teammate Aaron Yates (9).
(Below left) Matt Wait (95) leads Scott Zampach (1), Dave Estok (12) and Ben Bostrom (11) in the SuperTwins final. Bostrom ended up taking the win.

would stay close until the fifth lap, but he would gradually lose time to the lead duo after that until he eventually dropped to some eight seconds behind at the finish.

"I just wanted to hang in there in the beginning," Barnes said. "That's the key to these Supersport races. There was at least 5 mph difference when I wasn't with them. It was like I hit a wall. Hopefully, I can get up to third in the points by the end of the year."

Yates led across the stripe for the first time at the end of lap seven, and he would hold that spot until lap 11 when Picotte sneaked by in turn two. From there the French Canadian was able to thwart the best efforts of his teammate to take the win by a scant 0.147 of a second.

"I was riding really hard, as hard as I could," Yates said. "I was having a problem drafting up on him. I don't know if it's our size difference, or what."

Behind a lonely Barnes came McDaniel, who was also alone. Ditto for Miller, Leslie, Black and Alexander. Behind them Snow led a five-way battle for ninth in what was otherwise a rather uneventful race.

"I think I was a little quicker in one and two and I think that's where I could get him (Yates)," Picotte said. "He was faster in the infield and he rode a good race. But unfortunately I won. I stretched my points lead and that's good." CN

Brainerd International Raceway
Brainerd, Minnesota
Results: July 13, 1996 (Round 8 of 10)

750cc SUPERSPORT FINAL: 1. Pascal Picotte (Suz); 2. Aaron Yates (Suz); 3. Michael Barnes (Suz); 4. Mark McDaniel (Suz); 5. Mark Miller (Suz); 6. Jim Leslie (Suz); 7. Mark Black (Suz); 8. Richard Alexander Jr. (Suz); 9. Dax Snow (Suz); 10. Walt Dorsch (Suz); 11. James Randolph (Suz); 12. Frank Wilson (Suz); 13. Jason Pridmore (Kaw); 14. Daniel Bailey (Suz); 15. Greg Fryer (Yam); 16. Mark Junge (Suz); 17. Pat Dipple (Kaw); 18. Scott Ruehle (Kaw); 19. Keith Marquez (Suz); 20. Boyd Hedstrom (Kaw); 21. Thomas Stevens (Kaw); 22. Harold Winkles (Hon); 23. Gordon Lunde Jr. (Kaw); 24. Gary Ricci (Suz); 25. Dan Fischer (Hon); 26. Eric Merbison (Yam); 27. Daniel Brody (Kaw); 28. Ben Bostrom (Hon); 29. Dale Kieffer (Suz); 30. Arden Friesen (Suz).
Time: 22 min., 20.381 sec.
Distance: 13 laps, 39 miles.
Average Speed: 104.106 mph.
Margin of Victory: 0.147 sec.
AMA TEAMLINE 750cc SUPERSPORT SERIES POINT STANDINGS (After 8 of 10 rounds): 1. Pascal Picotte (272/4 wins); 2. Aaron Yates (266/4); 3. Mark McDaniel (221); 4. Michael Barnes (218); 5. Mark Miller (187); 6. Jim Leslie (172); 7. Mark Black (152); 8. James Randolph (149); 9. Dale Kieffer (113); 10. Jason Pridmore (112); 11. (TIE) Dax Snow/Frank Wilson (110); 13. Doug Chandler (107); 14. Richard Alexander Jr. (106); 15. Steve Patterson (99).

Upcoming Rounds:
Round 9 - Sonoma, California, August 24
Round 10 - Las Vegas, Nevada, October 5

AMA Progressive Insurance SuperTwins Series
Round 8: Brainerd International Raceway

Bostrom bumps to victory

By Henny Ray Abrams

BRAINERD, MN, JULY 14

Bartels' H-D's Ben Bostrom elbowed his way to victory in the Progressive Insurance SuperTwins event at Brainerd International Raceway in a classic four-way dogfight that saw a different leader every lap and four riders with a viable chance at victory right to the final corner. That Bostrom would take the honor came as no surprise. The Redondo Beach, California, rider is the winningest rider in the series this year with four wins and a very healthy points lead in the championship.

"There were four or five of us just going at it up front," Bostrom said. "I knew that it was going to come down to the last lap. Obviously everybody else knew it. We pretty much just came into the last turn, me and Matt (Wait) just going for it and I just happened to have the inside. Right now we've got the championship points lead. Hopefully we'll hang onto it. We keep winning like this maybe we can stretch it out."

Bostrom's 0.010-second margin of victory over Mitchell's Modesto H-D's Matt Wait suggests that it could have gone either way. And the third- and fourth-place bikes of Bartels' H-D's Dave Estok and Suburban Motors' Scott Zampach also had a shot, both leading at one point and shadowing the leaders across the stripe. The race was so even that Wait led three laps and the other three riders each led two. As is often the case in the SuperTwins class, it came down to the final lap.

"Me and Matt both wanted to lead on the last lap," Bostrom said. "We were actually hitting elbows and handlebars. We swapped back and forth. I actually came out in second, out of the hairpin. I wanted to lead out of that turn. I planned to lead but Matt got me back in the infield. I just bermed off a curve and thought I might have lost it right there."

Bostrom added that for the final lap "second place was definitely the place to be in. You catch a little draft on the back straight. Matt took an inside line, but maybe he should have went in a few more feet. It was either going to go up the inside or set him up wide, figuring he was going to go low, try to get a good drive to the finish line. As it turned out I saw a little gap and I just went to the inside."

Wait had a similar take on the finish. "We were dicing in and out and just kind of sitting there seeing who was going to make the next move," Wait said after finishing second to Bostrom for the third time this year. "It's timing and who's in the right spot at the right time, who's going to win. We're all rid-

ing equally. The bikes are equal. No one's pulling anyone. It's smarts, and he outsmarted me and I'll learn from that."

That Wait competed at all says something about his character. His younger brother Nate had been seriously injured (see Briefly...) in a qualifying crash on Saturday. After being taken to a local hospital, Nate Wait was flown to a Minneapolis facility. It didn't seem to affect Matt's riding, however. He simply forgot to protect his line.

"I guess I didn't block my line good enough the last corner and allowed Ben to sneak by," Wait said. "Unfortunately, you need a lot of corner speed to get by these guys and I just didn't have enough corner speed to get him at the line. It was a good race. I'm happy for Ben. I'm glad he won. Well, I'm not glad he won, I wish I would have won. I'm glad for him. I'm glad for Dave and Scott."

Bostrom completed the nine-lap, 27-mile race in 17 minutes, 26.174 seconds, lowering the record Matt Wait set last year. He averaged 92.910 mph on his way to winning his fourth race. With two rounds to go, Bostrom leads Estok 250 to 201 in the championship. Hikaru Miyagi, sixth today, is third with 181. The Wait brothers, Matt and Nate, are tied for fourth with 178, though that could change depending on the outcome of the appeals of Wait's disqualification from races at Mid-Ohio and Loudon. The appeal will be held this coming weekend.

Dave Estok had led the first and third laps and that would be it for his time at the front. From then on he was in the shuffle, going back to third on lap four and up to second the next lap, the order of the front-running four changing constantly. He started the last lap in fourth and it wasn't until the very end of the race that he was able to get by Zampach, and then just barely, after spending much of the race sizing up the competition.

"Matt was real good through two and coming in on the brakes. Ben and I were sliding around a lot and not getting good drives and Scott and Matt were getting good drives. My arm was getting pumped up and I couldn't get on the brakes. On the last lap I tried to get what I could and I was happy to get third," Estok said after finishing third with about a bike length separating the top three riders and with Zampach in his shadow.

Zampach, the defending national champion, had led laps four and seven, mixing it up with the younger riders who he has sometimes criticized for their rambunctious riding styles. He was second on the eighth lap when Wait had the biggest lead of the race and moved up to second on the final lap before getting dropped to fourth.

Hal's H-D's Brian Gibbs had been part of the lead breakaway before dropping off the pace on the fourth lap. He would finish about 12 seconds behind the leaders and about 20 seconds in front of a five-rider spat over sixth that was as intense as the lead fight.

After holding the spot for much of the race, Hikaru Miyagi took sixth place, but only after wresting it back from Hal's H-D's Todd Evans on the final lap. Mark Black was eighth behind Evans, with Brian Conley and Daigoro Suzuki filling the top 10. CN

Brainerd International Raceway
Brainerd, Minnesota
Results: July 14, 1996 (Round 7 of 9)

H-D SUPERTWINS: 1. Ben Bostrom; 2. Matt Wait; 3. Dave Estok; 4. Scott Zampach; 5. Brian Gibbs; 6. Hikaru Miyagi; 7. Todd Evans; 8. Mark Black; 9. Brian Conley; 10. Daigoro Suzuki; 11. Jeff Harding; 12. Stephen Vlasblom; 13. Jerry Casciero; 14. Jim Whitaker; 15. Roger Hendricks; 16. Richie Morris.

Time: 17 min., 26.174 sec.
Distance: 9 laps, 27 miles.
Average Speed: 92.910 mph.
Margin of Victory: 0.010 sec.
H-D SUPERTWINS C'SHIP POINT STANDINGS (After 8 of 11 rounds): 1. Ben Bostrom (250/4 wins); 2. Dave Estok (201/1); 3. Hikaru Miyagi (181); 4. (TIE) Matt Wait/Nate Wait (178/2); 6. Daigoro Suzuki (171); 7. Mark Black (163); 8. Brian Gibbs (160); 9. Eric Bostrom (150); 10. (TIE) Richie Morris/Stephen Vlasblom (114); 12. Lance Jones (112); 13. Scott Zampach (111); 14. Michael Amalric (94); 15. Jerry Casciero (89).

Upcoming Rounds:
Round 8 - Sonoma, California, August 24
Round 9 - Las Vegas, Nevada, October 5

Doug Toland (3) and his teammate Andrew Stroud (90) gave Erion Racing a 1-2 finish in the SuperTeams event.

AMA Performance Machine SuperTeams Series
Round 7: Brainerd International Raceway

Erion's one-two punch

By Henny Ray Abrams

BRAINERD, MN, JULY 13

Erion Racing moved back into the Performance Machine SuperTeams championship lead by finishing first and second in the one-hour event at Brainerd International Raceway, while EBSCO Industries Suzuki crashed out on the sixth lap, finishing 13th and last in the depleted field on an overcast day in central Minnesota.

For Erion the cloudy day could not have turned out brighter. Andrew Stroud and Doug Toland started on the two Erion Racing machines, swapping saddles at the 36-minute mark and speeding away from the third-place Moto Liberty Honda to card their first one-two finish in their second try.

The race was not without its drama, however.

On the sixth lap, Toland, then leading on the number-three championship-contending machine, was run into by EBSCO Industries Suzuki's Mark McDaniel. McDaniel crashed and Toland ran off the track, but recovered well enough to re-join the race in third behind Stroud, on the Erion Racing Too machine, and Moto Liberty Honda's Gerald Rothman Jr. Stroud slowed the pace down for the next 15 laps and the pair pitted at the end of the 21st lap to change places on the team's Honda CBR900RRs. Rothman pitted on the next lap to give way to Cal Rayborn II, racing in the U.S. for the first time since last October. Rayborn held onto the lead for a few laps before the Erion boys got by and sped away, leaving Rayborn to deal with a balky transmission.

In the end it was Stroud by 0.192 second over Toland, with the pair doing wheelies up the front straight, Stroud standing up and Toland in the saddle. Rayborn II crossed the line well behind the leading duo and was the only other rider on the lead lap.

Toland and Stroud completed 35 laps of the three-mile track in one hour, 35.225 seconds at an average speed of 103.983 mph.

Their lead in the nine-round championship is a single point, 212 to 211 over EBSCO Industries Suzuki, with two races to go.

The race had begun fiercely with four teams scrapping for the lead until it all came apart in turn three on the sixth lap. Toland explains: "I'm going down the front straightaway hugging the wall and the cones come out at a 45-degree angle. He (McDaniel) drafts right up next to me, doesn't move over and let me go alongside the cones. That's a little dirty if you ask me. Not too considerate. I don't know about dirty, but not too considerate. He came on the inside of me and ran into me. Evidently he got into the corner a little too hot, couldn't square off the corner and went straight. And of course I was going through the corner so he just ran right into me, knocked me off the track."

"I saw it all from behind," Toland's teammate Stroud said. "I was right behind Mark and he went to outbrake Doug on the inside and he ran in pretty hot. I knew he went in pretty hot. He went in pretty hot on the inside and he couldn't stop. He had the back wheel locked up and he crashed and the bike shot up onto the grass.

"Then I had to try to hold up Rothman until Doug caught up. I slowed right down. I knew that we had to lead the most laps. I thought, 'I can't let Rothman lead them all, but he could lead some.' But I couldn't lead them all on the B bike. I just sat there thinking away what the best way to do it was," Stroud said.

Toland, who was better than 15 seconds down after his shunt, closed quickly as the pit stop approached and the pair made a flawless switch. Rothman soon gave way to Rayborn who found that he couldn't match their pace once his gearbox soured.

"About four or five laps into it I lost fourth gear. The next lap I lost third," Rayborn, who had gotten the call from Moto Liberty team owner Sam Yamashita two weeks before Brainerd, said. "I'd downshift in turn one and in turn two it was popping out of fourth. Coming onto the front straight I wasn't getting no drive at all." That was the race.

Stroud and Toland controlled the rest, not slowed by a very light and occasional rain. Rayborn was a lone third, the final rider on the 35th lap. The second Moto Liberty Honda of Jamie Bowman and Rothman, doing double duty, had run fourth much of the race, only to pull off with less than 15 minutes to go when their engine broke. A transmission problem on that machine had forced them to start the race without sixth gear. They finished 11th.

Fourth place and two laps down went to the Ohio Superbike Suzuki GSXR1100 of Dan Bailey and Mark Junge, even though they ran out of gas on the final lap. "We've got a 7-gallon tank and we needed 7.1," Junge, who was riding when the bike stopped on final lap, said.

DATS Racing's Dax Snow and Dale Kieffer were fifth in front of local riders, Scott Ruehl and Boyd Hedstrom on the Brewer Racing Kawasaki ZX7R. CN

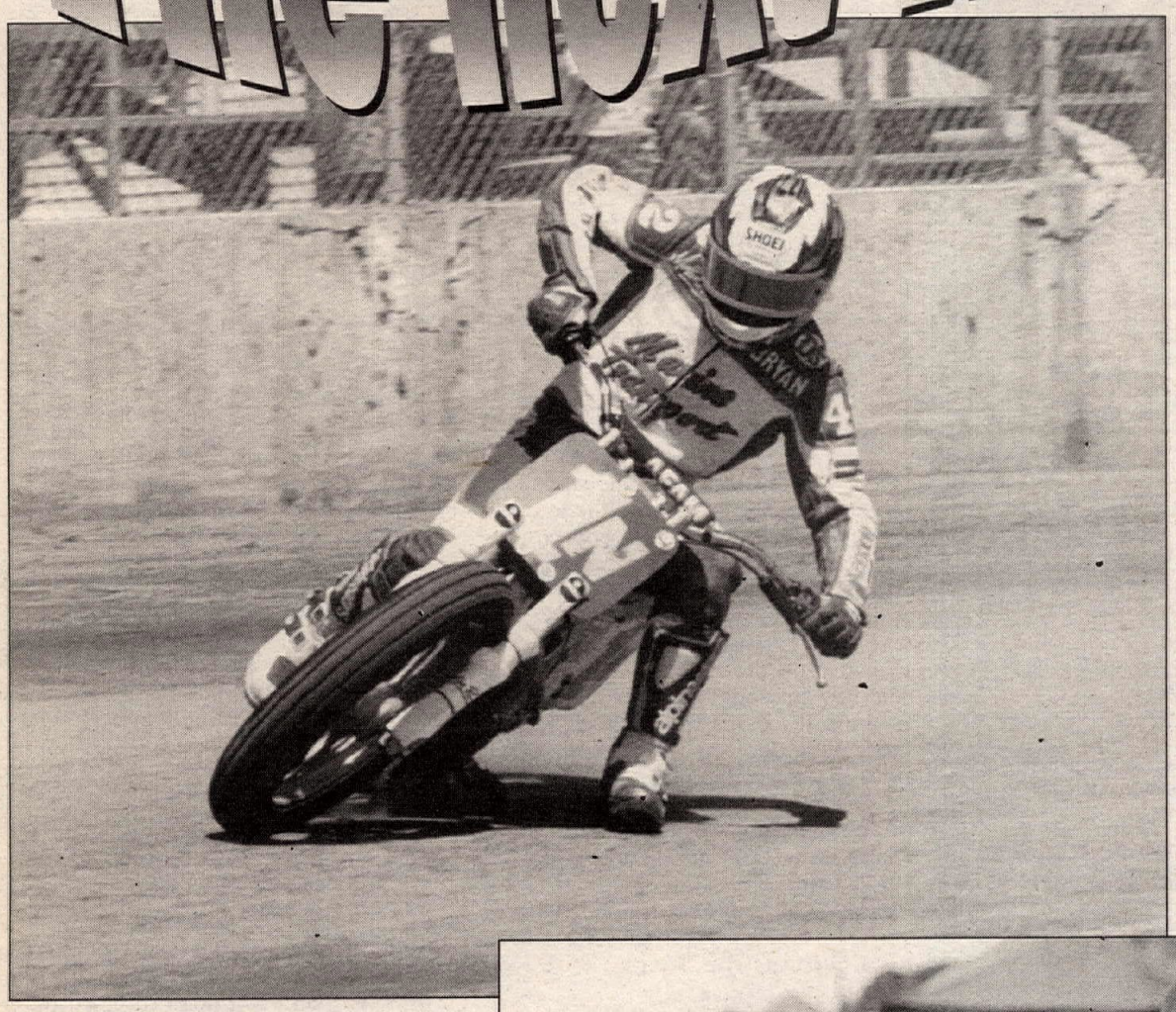
Brainerd International Raceway
Brainerd, Minnesota
Results: July 14, 1996 (Round 7 of 9)

PERFORMANCE MACHINE SUPERTEAMS: 1. Erion Racing (Hon); 2. Erion Racing Too (Hon); 3. Moto Liberty Honda (Hon); 4. Ohio Superbike (Suz); 5. DATS Racing (Suz); 6. Brewer Racing (Kaw); 7. Anaheim Yamaha (Yam); 8. Ohio Superbike II (Suz); 9. Behr Motor Sports (Suz); 10. Anoka Ramsey Racing (Suz); 11. Moto Liberty Honda II (Hon); 12. Keystone/Northstar Racing (Yam); 13. EBSCO Industries Suzuki (Suz).
Time: 1 hr., 35.225 sec.
Distance: 35 laps, 105 miles.
Average Speed: 103.983 mph.
Margin of Victory: 0.192 sec.
PERFORMANCE MACHINE SUPERTEAMS C'SHIP POINT STANDINGS (After 7 of 9 rounds): 1. Erion Racing (212/3 wins); 2. EBSCO Industries Suzuki (211/2); 3. Moto Liberty Honda (202/2); 4. Ohio Superbike (196); 5. Dats Racing (191); 6. Anaheim Yamaha (168); 7. Ohio Superbike II (161); 8. Keystone/Northstar Racing (141); 9. Moto Liberty Honda II (50); 10. (TIE) Erion Racing Too/Dutchman Racing (49); 12. Battley Cycles (41); 13. Total Clothing Superteam (30); 14. TBR Racing (28); 15. (TIE) Brewer Racing/New England Performance Racing/Team Henson (25); 18. (TIE) American Flyers/Two Dudes from Cali Racing (24); 20. (TIE) Team Streamlined Racing/Smith & Jessen Racing/Dega Racing/Big Stick (23).

Upcoming Rounds:
Round 8 - Sonoma, California, August 24
Round 9 - Las Vegas, Nevada, October 5

I-96 Speedway

The next wave



(Left) Bryan Bigelow added two more Amateur National titles to his credit after taking wins in the 500cc and Open classes during the AMA Amateur Dirt Track Nationals at I-96 Speedway. (Below) Tony "The Tiger" Meiring (center) proudly displays his 85cc (12-15) Modified-class number-one plate.

By Grace DiBenedetto
Photos By Doug Link and Mike Nelligan

LAKE ODESSA, MI, JULY 2-4

Bryan Bigelow has amassed 21 National Titles in his eight-year climb to the top in the Amateur Dirt Track ranks. He will add two more National titles to that list before waving goodbye to his childhood and joining the Professional ranks when he turns 16 in September.

Bigelow came to the 1996 AMA Amateur Dirt Track Nationals at I-96 Speedway for the last time with his dad and supporter Wayne Bigelow. Along with them came Bigelow's own 500cc Rotax and a special 600cc Rotax courtesy of Rich King, who also came along to do the wrenching. The ride came complete with a brand-new, state-of-the-art frame built by John Kite of Missile Engineering. Boasting virtually no welds in the main engine-cradle compartment, the frame's main attribute is its strength. While the frame had already been tested by a select group of professional riders, Missile Engineering needed to see if it was suitable for amateurs and chose Bigelow and the Amateur Nationals to put it to the test.

Bigelow proved himself and the bike up to the challenge, sweeping the Open division clean. Whether it was handling the tight-circle racing of the short track, the bumps and twists of the TT or the fast, icy-slick blue groove, the bike negotiated each course smoothly and triumphantly with plenty of room to spare. The Marine Transport/Missile Engineering/Saddlemen/Marshall Distributing-sponsored Bigelow left nothing to the imagination, outdistancing the field in race after race. The 500cc class would prove to be the icing on the cake for the 15-year-old as he boarded the 500cc Rotax for that class and put as much distance on the field in that division as he did in the Open class. In the end, Bigelow would walk away with six first-place trophies and be the only rider of the 600-plus entries to capture two Grand National Amateur Titles.

While Bryan was saying goodbye to the Amateur ranks, Mike Babka bid farewell to the 30+ class, retiring undefeated for the last three years in a row. Babka will now enter the realm of the Super Senior (40+) division.

Riders came in from all over the country and Canada for the Nationals, but the most visible was a youngster out of California sporting orange-and-black tiger-striped leathers and the nickname "Tony the Tiger." Tony Meiring did more than capture the attention of the crowd with his fashionable leathers. His stylish riding and sheer determination captured the 80cc (12-15) Modified honors. Meiring picked the competition clean, capturing the checkered flag in all three races for the title.

Danny Kauffman picked up several checkered flags during the three days of competition but will be remembered for the one he missed picking up, literally. After winning the 250cc Modified class on the short track, Danny failed to complete the hand-off of the checkered flag from starter Larry Schmid for the victory lap. He did, however, successfully complete the hand-off of the number-one plate in that division during Saturday night's victory presentation.

SHORT TRACK

Almost six seconds separated the two 500cc heats on Tuesday, with Bigelow posting the fastest time of the night out of 36 heats. While Brian Shirley went unchallenged in his heat, Bigelow cruised to a half-track victory in the second heat. The final would prove to be just as uneventful with the win coming smooth and easy to the Marine Transport rider. The Open class would see Bigelow face some stiffer competition from the north. Canadian rider Royal Adderson left a trail of dust an eighth of a mile long in heat two, while Bigelow would taste his only defeat of the night following Pennsylvanian rider Thomas McGrane around the thin blue groove to the finish line. The chase was on from the get-go in the final as Bigelow launched the Rich King Rotax off the line with Adderson in hot pursuit. The two would steadily increase their advantage on the rest of the field with Bigelow ever so slowly increasing his own advantage on Adderson to the wire.

The 80cc (12-15) Modified class would provide the only real peg-to-peg action of the night. As the classes whittled down to the end, the groove got a bit wider, providing some passing room. Meiring grabbed a tiger by the tail and twisted for all it was worth, keeping Kurtis Hawk at bay. Hawk who hails from Preston, Washington, swooped down from high and low but each challenge was met and shot down by Meiring. Jacob Holden added some teeth to the battle when he brought his Honda alongside the leaders for a three-way battle for the lead, but Meiring stayed tight, holding off the combined assault to the wire.

The Over 30-class riders clocked in only a few hundredths of a second apart, with Babka the defending two-time Amateur National champ edging out Mike Belliel for the pole position. Illinois rider Jeff Miller would position himself between the two heat winners in the final as he waited for Babka to slip off the groove, but the Mike's Cycle Station/Marshall Distributing-sponsored Babka stuck to the low blue line like a fly on a No-Pest strip, never giving Miller an opportunity to take advantage of him.

The British came, saw and triumphed in the Vintage class as six Triumphs finished in the top seven places. Only a Suzuki ridden by Scott Foutch to a sixth-place finish prevented a complete Triumph sweep of the class. After getting away third off the line Bill Wertz worked the groove till lap five when he found an opening on the inside and squeezed through. With nothing but a clear view in front of him, Wertz put 10 lengths on the rest of the British troops, deserting brother Skip well behind him and leaving him to do battle with John Skinner and Rich Reed.

Danny Kauffman held fast to his position while holding off a continued assault in heat one of the 250cc Modified class. Jeremey Deruyter and Thomas McGrane both tried and failed at several takeover bids through the six-lap heat. Roger Lee Hayden had an easier time of it, cruising to victory in his heat without even breaking a sweat. The final would be a follow-the-leader affair with Kauffman parading around the track till the checkered flag.

Defending Champ Tom Link took on a multi-National field in the 60cc DTX class. The out-of-towners quickly found out why Link owns the title as he led them on a guided tour of the short track. A staggered restart wouldn't even give them a reprieve as Link blasted off the line with a twist of the wrist.

The 50cc classes attracted several out-

of-state riders, including two young women. Nicole Cheza from Clio, Michigan, posted a third-place finish in the 50cc Senior class behind Jesse Janisch and Taylor Knapp. All were aboard Cobras.

TT

Confusion began Wednesday's events as the program order was posted, then changed and changed again to the complete surprise of many riders. While Canadian Senior and Open Division competitor Royal Adderson was getting in nine holes of golf down the road from the I-96 Speedway, his class was being changed from heat 21 to heat seven. Adderson made it back to the track just in time to zip up his leathers and get on the line for heat two of the 40+ class. The Canadian made the direct transfer to the final with a third-place finish behind John Zwerican and Daniel Watson, who would later turn the tables and capture the checkered flag in the final.

Skip Wertz wired the field in the Vintage class, but it would be brother Bill walking away with the overall title. After leading the way in the short track the previous night, Bill Wertz was relegated to shadowing his brother in the TT. Paybacks were inevitable, and the half-mile would be the deciding factor with Bill taking a second behind John Clark and Skip Wertz coming across the wire in fourth place.

The TT broke up what might have been several division clean sweeps. While riders figured out the slick grooves of the short track and the half mile, the tight transfers and rough terrain of the TT confounded many competitors. Toby Jorgensen of California, the 250cc DTX Grand Champion was untouchable on the short track and half mile but failed to even make the podium in the TT class although he tried for all he was worth in the attempt.

Local TT expert Rusty Swain had the right-handers dialed in aboard his Suzuki for that class, while Jerry Levally gave Mike Babka his first taste of defeat in the 30+ class when he got under him on the white-flag lap to steal the lead and the checkered flag. Babka, who held a huge lead for much of the race, was evidently unaware of the Suzuki rider eating up the ground behind him.

Tommy Link was one of the handful of riders able to best the field in his class all three days. The Boston Motors/L.C. Body Shop/Pony Express-sponsored Link was hounded by the Myers family as Logan and Carter chased him unmercifully for all three of those days.

Hayden won a hard-fought battle on the TT course working his way up to third by the third lap. Hayden chipped away at the gap till there was only Todd Klvever left in front of him, then stole the lead coming out of the chicane for the last time and brought it down to the wire in the 125cc class. Hayden would give up only one checkered flag in that class, and it would be to Meiring on the half mile.

HALF MILE

The only fireworks to be seen on the Fourth of July at I-96 were the sparks flying off the steel shoes of the riders as they ignited the blue-grooved half mile.

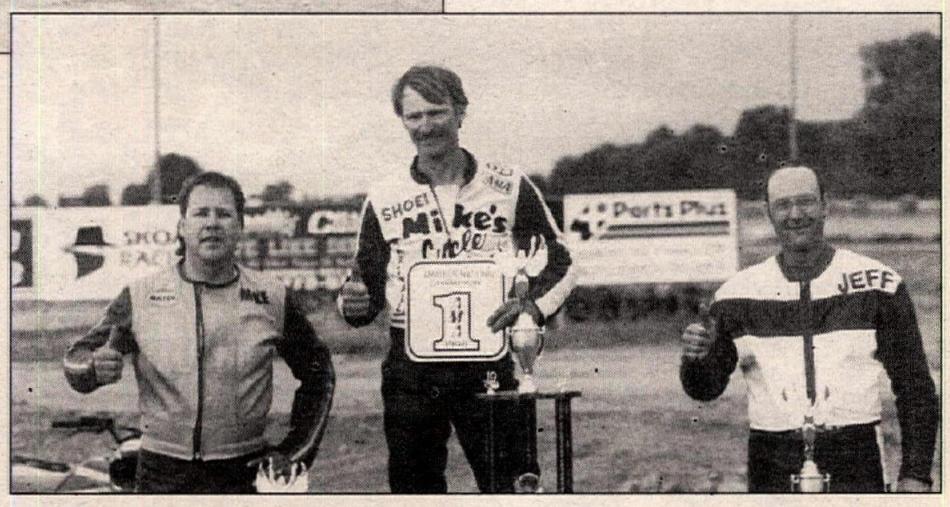
Several battles for the Grand Champion titles came down to the wire on the last day with riders throwing caution to the wind in their title bids, looking for passing room wherever they could find it, groove or no groove. Lonnie Wadle fought his own equipment all week then came down to the half mile determined to redeem himself. After besting class leader Daniel Vrana in the first heat, Wadle returned to the final and in short order lost his luck. Known as Mr. Outside to the locals, Wadle just rode where no rider and no groove would go - up high. While his effort was supreme, he would come up just short of the checkers, leaving the flag and the title to the Husky-mounted Vrana.

The 30+ class saw a title bid between points leader Mike Babka and Jeff Miller, who was sitting second in the points race. Steven Charles, who came in to ride only the half mile, proved to be the spoiler. It was anyone's race from the get-go with lengths gained and lost and leads exchanged. In the end the two equally mounted Rotax riders would get in each other's way and give it up to Miller's Harley-Davidson XR750. Miller said goodbye to the singles coming out of turn four as Babka made a last-ditch effort out of the corner that would leave him high and dry and standing a little shorter then Steven Charles on the podium. Babka earned enough points to retain the 30+ title and retire from the class undefeated three years in a row.

A protest and subsequent teardown marred the 50cc Senior class as race-winner Daniel Miller was found to be utilizing an illegal carburetor on his Cobra. Miller was disqualified, fined and suspended according to the AMA, and Taylor Knapp was credited with the win. The 50cc Senior overall was won by Jesse Janisch of Hartford, Wisconsin, who picked up two wins and finished second on the half mile.

Another protest in the 50cc Pee Wee class proved in favor of the protested rider, with no irregularities found in the Yamaha ridden to the checkered flag by Dylan Vandenhoek who also picked up the overall title. In the last of the three 50cc classes the battle came down to the wire with Sam Hitchcock grabbing the checkered flag from Corey Lovell in the last inch of the race. Lovell might have lost that checkered flag, but he earned enough points to take the title with a win on the TT and second on the Short Track.

Those title winners who stayed for Saturday night's Pro race were presented their number-one plates in front of the packed grandstand and were given the chance to thank their family and sponsors by Larry Maiers, who was on hand to announce the Grand National race action. CN



(Top) Bigelow (1N) diced it out with Royal Adderson (28) in the Open Modified TT. Bigelow won the event.
(Right) Mike Babka (center) stand on the podium flanked by Jeff Miller (right) and Mike Belliel (left). Babka collected the 30+ National title for the third straight year.

I-96 Speedway
Lake Odessa, Michigan
Results: July 2-4, 1996

Short Track

50 P/W (4-8): 1. Justin Hittle (Yam); 2. Dylan Vandenhoek (Yam); 3. Chance McCormick (Yam); 4. Chad Lane (Yam); 5. Robert Rabideau (Yam).

50 (4-6): 1. Travis Myers (LEM); 2. Corey Lovell (LEM); 3. Sam Hitchcock (KTM); 4. Keith Boulis (KTM); 5. Dustin Pruczinski (KTM).

50 (7-8): 1. Jesse Janisch (Cob); 2. Taylor Knapp (Cob); 3. Nichole Chega (Cob); 4. Andy Fay (Cob); 5. Daniel Miller (Cob).

60 DTX: 1. Tom Link (Kaw); 2. Carter Myers (Kaw); 3. Logan Myers (Kaw); 4. Carl Hickman (Kaw); 5. Amy Lee Pruzinski (Kaw).

60 MOD: 1. Matthew Gomez (Kaw); 2. Jesse Janisch (Kaw); 3. Jared Mees (Kaw); 4. Steve Murray (Kaw); 5. William Maynard (Kaw).

85 DTX: 1. Chis Waite (Hon); 2. Matthew Gomez (Hon); 3. Tom Link (Yam); 4. Charlie Italia (Hon); 5. Lowell Carson (Hon).

85 MOD: 1. Robert Pearson (Kaw); 2. Chris Waite (Kaw); 3. Charlie Italia (Hon); 4. Lowell Carson (Hon); 5. Corey Hormes (Hon).

80 (12-15): 1. Tony Meiring (Hon); 2. Kurtis Hawk (Suz); 3. Jacob Holden (Hon); 4. Mickey Lane (Suz); 5. John Spinelli.

125: 1. Roger Lee Hayden (Yam); 2. Tony Meiring (Hon); 3. Cory Roth (Hon); 4. Dusty Faulds (Hon); 5. Todd Klvever.

200: 1. Broody Miller (Cagiva); 2. William Snyder (Bultaco); 3. Kory Hile (Suz).

250 DTX: 1. Toby Jorgensen (Hon); 2. Thomas McGrane (Yam); 3. Jeremy Deruyter (Hon); 4. Brice Edmonds (Kaw); 5. Brian Shirley (Yam).

250 MOD: 1. Dan Kauffman (Yam); 2. Roger Lee Hayden (ATK); 3. Thomas McGrane (Mai); 4. Toby Jorgensen (Hon); 5. Jeremy Deruyter (Hon).

400: 1. Daniel Vrana (Hus); 2. Rich Seifferlien (Hon); 3. Bill Snyder (Bul); 4. Scott Foutch (Yam); 5. Randy Stauffer (Hon).

500: 1. Bryan Bigelow (Rtx); 2. Bryan Shirley (Yam); 3. Michael Marx (Hon); 4. Mike Robinson (Hon); 5. Roder Depue (Hon).

OPEN MOD: 1. Bryan Bigelow (Rtx); 2. Royal Adderson (Rtx); 3. Thomas McGrane (Rtx); 4. Ben Knight (H-D); 5. Chip Green (Rtx).

VET (30+): 1. Mike Babka (Hon); 2. Jeff Miller (Yam); 3. Mike Belliet (Hon); 4. Daniel Weight (Rtx); 5. Michael Marx (Hon).

VET (40+): 1. Royal Adderson (Rtx); 2. Charles Chrisham (Rtx); 3. Rick Reed (C-A); 4. George Cooper (Yam); 5. Jarvis Kapplinger (Hon).

VINT: 1. William Wertz (Tri); 2. Rick Reed (Tri); 3. John Skinner (Tri); 4. Skip Wertz (Tri); 5. Craig Breckon (Tri).

TT

50 (7-8): 1. Jesse Janisch (Cob); 2. Taylor Knapp (Cob); 3. Andy Fay (Cob); 4. Nichole Cheza (Cob); 5. L.N. Waggener (Cob).

50 P/W (4-8): 1. Dylan Vandenhoek (Yam), 2. Justin Hittle (Yam); 3. Keith Boulis (Yam); 4. Chad Lane (Yam); 5. Logan Knott (Yam).

50 (4-6): 1. Corey Lovell (LEM); 2. Sam Hitchcock (KTM); 3. Travis Myers (LEM); 4. Keith Boulis (KTM); 5. Dustin Pruczinski (KTM).

60 DTX: 1. Tom Link (Kaw); 2. Logan Myers (Kaw); 3. Carl Hickman (Kaw); 4. Carter Myers (Kaw); 5. James Liles (Kaw).

60 MOD: 1. Steve Murray (Kaw); 2. Jared Mees (Kaw); 3. Kyle Rothgeb (Kaw); 4. Andy Fay (Kaw); 5. Matt Gomez (Kaw).

80 MOD (12-15): 1. Tony Meiring (Hon); 2. Kurtis Hawk (Suz); 3. Jacob Holden (Kaw); 4. Mickey Lane (Suz); 5. John Spinelli (Hon).

80 MOD (7-11): 1. Robert Pearson (Kaw); 2. Chris Waite (Hon); 3. Corey Hormes (Hon); 4. Scott Morrison (Kaw); 5. Jared McWhirler (Hon).

80 DTX: 1. Charlie Italia (Hon); 2. Tom Link (Yam); 3. Chris Waite (Hon); 4. Matt Gomez (Hon). 5. Corey Hormes (Hon).

125: 1. Roger Lee Hayden (Yam); 2. Todd Klvever (Suz); 3. Cory Roth (Hon); 4. Tony Meiring (Hon); 5. Randy Smith (Hon).

200: 1. Broody Miller (Cag); 2. William Snyder (Bul).

250 MOD: 1. Dan Kauffman (Yam); 2. Toby Jorgensen (Hon); 3. Roger Lee Hayden (ATK); 4. Jeremey Deruyter (Hon); 5. Thomas McGraine (Mai).

250 DTX: 1. Rusty Swain (Suz); 2. Dan Kauffman (Yam), 3. Jerry Levally (Kaw); 4. Toby Jorgensen (Hon); 5. Jeremey Deruyter (Hon).

400: 1. Brian Woodward (ATK); 2. Rich Seifferlien (Hon); 3. Rusty Swain (Suz); 4. William Snyder (Bul); 5. Steve Seifferlein (Hon).

500: 1. Bryan Bigelow (RTX); 2. Bryan Shirley (Yam); 3. Dean Mayer (Yam); 4. Rugg Foltz (Hon); 5. John Belliet (Hon).

OPEN MOD: 1. Bryan Bigelow (Rtx); 2. Thomas McGraine (Rtx); 3. Royal Adderson (Rtx).

VET (30+): 1. Jerry Levally (Suz); 2. Mike Babka (Hon); 3. Dean Mayer (Yam); 4. Greg Chicoine (Kaw); 5. Mike Bellier (Hon).

VET (40+): 1. Daniel Watson (Yam); 2. Skip Wertz (Tri); 3. Royal Adderson (Rtx); 4. John Zwerican (Hon); 5. Vince Holt (Hon).

VINT: 1. Skip Wertz (Tri); 2. Bill Wertz (Tri); 3. John Skinner (Tri); 4. Daniel Stauffer (Tri): 5. Rick Reed (Tri).

Half Mile

50 (4-6): 1. Sam Hitchcock (KTM); 2. Corey Lovell (LEM); 3. Travis Myers (LEM); 4. Dustin Pruczinski (KTM); 5. Robert Rabideau.

50 (7-8): 1. Taylor Knapp (Cob); 2. Jesse Janisch (Cob); 3. Andy Fay (Cob); 4. L.N. Waggoner (Cob); 5. Nicole Cheza (LEM).

50 P/W: 1. Dylan Vandenhoek (Yam); 2. Justin Hittle (Yam); 3. Brittany Whyte (Yam); 4. Chad Lane (Yam); 5. Chance McCormick (Yam).

65 DTX: 1. Tom Link (Yam); 2. Logan Myers (Kaw); 3. Carl Hickman (Kaw); 4. Nicholas Cummings (Kaw); 5. Carter Myers (Kaw).

65 MOD: 1. Carter Myers (Kaw); 2. Mathew Gomez (Kaw); 3. Doug Lawrence (Kaw); 4. Jesse Janisch (Kaw); 5. Jared Mees (Kaw).

85 MOD (12-15): 1. Tony Meiring (Hon); 2. Jacob Holden (Hon), 3. Kurtis Hawk (Suz); 4. Brandon Inderbitzen (Hon); 5. Jason Disalvo (Hon).

85 MOD (7-11): 1. Robert Pearson (Kaw); 2. Charlie Italia (Hon); 3. Chris Waite (Hon); 4. Lowell Carson (Hon); 5. Jared McWhirter.

85 DTX (7-11): 1. Chris Waite (Hon); 2. Mathew Gomez (Hon); 3. Charlie Italia (Hon); 4. Logan Myers (Yam); 5. Tom Link (Yam).

125: 1. Tony Meiring (Hon); 2. Roger Lee Hayden (ATK); 3. Cory Roth (Hon), 4. Jason Goodwin (Suz); 5. Benjamin Miller (Yam).

200: 1. Broody Miler (Cag); 2. Bil Snyder (Bul).

250 MOD: 1. Roger Lee Hayden (ATK); 2. Thomas McGrane Jr. (Yam); 3. Dan Kauffman (Yam); 4. Toby Jorgensen (Yam); 5. Jeremey Deruyter (Hon).

250 DTX: 1. Toby Jorgensen (Hon); 2. Dan Kauffman (Yam); 3. Thomas McGrane Jr. (Yam); 4. Jeremy Deruyter (Hon); 5. Bryan Smith (Hon).

400: 1. Daniel Vrana (Hus); 2. Lonnie Wadle (Yam); 3. Rich Seifferlien (Hon); 4. Nelson Pearson (Yam); 5. Scott Foutch (Yam).

500: 1. Bryan Bigelow (Rtx); 2. Cory Clare (Rtx); 3. Bryan Shirley (Yam); 4. Rugg Foltz (Hon); 5. Michael Marx (Hon).

OPEN: 1. Bryan Bigelow (Rtx); 2. Thomas McGraine (Rtx); 3. Ben Knight (H-D); 4. Royal Adderson (Rtx); 5. Gary Toles (Rtx).

VET (30+): 1. Jeffery Miller (H-D); 2. Steven Charles (Rtx); 3. Mike Babka (Rtx); 4. Daniel Weight (Rtx); 5. Gary Toles (Rtx).

VET (40+): 1. Royal Adderson (Rtx); 2. Joe Troyanowski (Rtx); 3. Rick Reed (C-A); 4. Dan Crawford (Rtx); 5. Daniel Watson (Yam).

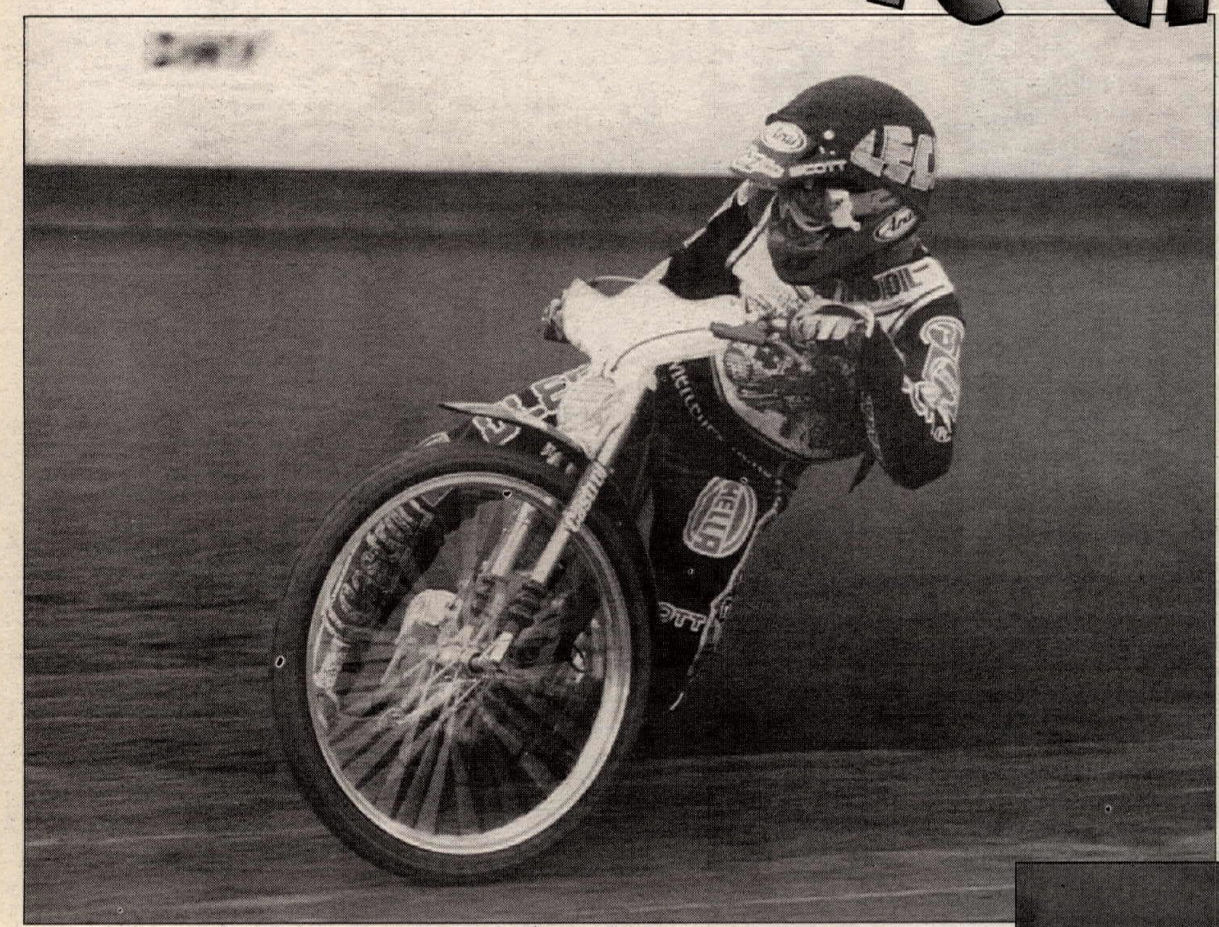
VINT: 1. John Clark (Tri); 2. Bill Wertz (Tri); 3. Matt Schoonover (Yam); 4. Skip Wertz.

Overall

50 (4-6): 1. Corey Lovell.
50 (7-8): 1. Jesse Janisch.
50 P/W: 1. Dylan Vandenhoek.
65 DTX: 1. Tommy Link.
65 MOD: 1. Matthew Gomez.
85 DTX (7-11): 1. Chris Waite.
85 MOD (7-11): 1. Robert Pearson.
85 MOD (12-15): 1. Tony Meiring.
125: 1. Roger Lee Hayden.
200: 1. Broody Miller.
250 MOD: 1. Danny Kauffman.
250 DTX: 1. Toby Jorgensen.
400: 1. Rich Sefferlein.
500: 1. Bryan Bigelow.
OPEN: 1. Bryan Bigelow.
VET (30+): 1. Mike Babka.
SR (40+): 1. Royal Adderson.
VINT: 1. Bill Wertz.

Round 3: German Grand Prix

Turning the tide



(Left) The main man: Reigning World Champion Hans Nielsen scored his second A-final win in as many rounds and took a commanding point lead with his victory at the German Grand Prix.
(Below) Tony Rickardsson of Sweden was the only rider to defeat Nielsen all night. The 1994 World Champion from Sweden finished fourth in the A final.

By John Hipkiss

POCKING, GERMANY, JULY 6

Main Dane Hans Nielsen seems certain to win a second successive World title after running up a convincing win at the German Grand Prix in Pocking.

The only thing that may stop the reigning World Champion from taking the sport's ultimate crown again is if the current feud over tires is not sorted out before the next round in Sweden next month.

A press conference prior to the German Grand Prix reported a breakdown in talks between the sport's governing body - the FIM - and the Speedway Grand Prix Riders' Association regarding the use of solid-block tires.

Nielsen, an executive member of the Grand Prix Riders' Association, is confident a compromise can be reached to rescue the remainder of the series, which includes rounds in Sweden, England and Denmark - but the ball is very much in the court of the FIM.

Nielsen admits something needs to be done about the standard of safety and racing. He was so far ahead in Pocking on a big track affected by rain that it made the racing sometimes boring and predictable. At times he was nothing short of half a straight ahead of his rivals, which made the meeting less than exciting, and it seems certain that steps will be taken to try to slow the sport down.

QUALIFYING HEATS

Australia's Leigh Adams got the meeting off to a start with a comfortable win from the gate, and it was all up to American duo Billy Hamill and Sam Ermolenko to provide the excitement. But Hamill easily passed Ermolenko to take second place on the track where Ermolenko earned his World Championship crown in 1993. Ermolenko edged out England's Marvyn Cox for third place to take one point.

Ermolenko was only brought in as a last-minute replacement for injured Dane Tommy Knudsen, and it was obvious that the American was still not 100 percent fit after fracturing his pelvis at the previous round in Lonigo, Italy.

Hamill was also suffering, but with a flu virus, which kept him subdued, and there is no doubt that this affected his performance. Hamill had been in both A finals leading up to the German round, but he hardly showed any signs of repeating the achievements as he struggled to make the starts.

Heats two and three were won right from the gate by Sweden's Tony Rickardsson and American Greg Hancock, respectively. Hancock made a lively start, and he looked ready to challenge for a place in the A final.

Nielsen's first ride came in heat four, and he was pushed hard in the early stages to get the better of Sweden's Henka Gustafsson, but again the latter stages of the race were boring as he pulled clear with no competition.

Hancock won heat five in fine style although he did not quite look as fast as Nielsen, but after two successive wins he was in a comfortable position after edging out Gustafsson.

Hamill had to work hard for a point in heat six after chasing Jason Crump, and at the same time he had to fight off the challenge of Mark Loram while Germany's Gerd Riss was the clear winner.

Nielsen was just as convincing a winner in heat seven, but this was one if his easier rides despite the fact that Ermolenko was in the race. Ermolenko got pushed out of the race after hard moves by both Andy Smith and Chris Louis while running second.

Rickardsson joined Nielsen and Hancock on six points each after two rides with a superb effort in heat eight, while his fellow countryman Peter Karlsson gained a second successive runner-up placing, which kept him up with the leaders.

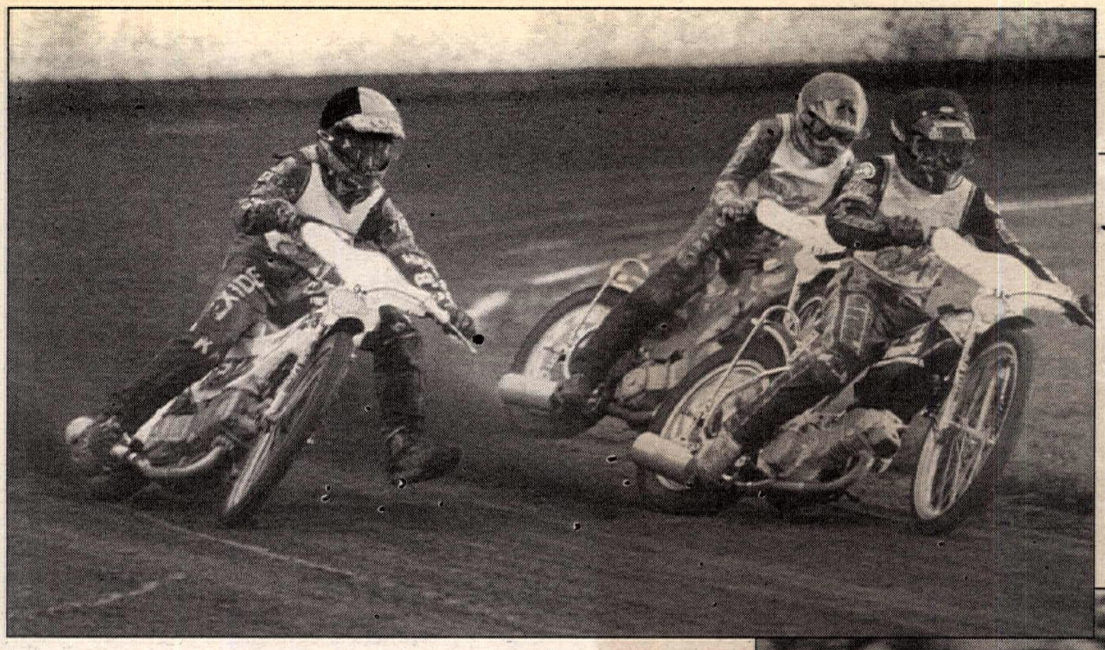
Nielsen made it three straight wins in heat 10 when he got the better of Peter Karlsson with Billy Hamill, obviously down on strength, in third place.

Rickardsson joined Nielsen on the leaderboard in heat 11 with another victory, but it was a disappointing race for Hancock, who finished last despite the fact that Riss appeared to have crossed the white line with both wheels, which is illegal. Ermolenko finished in second place.

Karlsson left it until heat 13 to claim his first win of the night over Louis and Riss, and at this stage he started to make his rivals sit up and take notice. Gustafsson picked up a vital victory from the gate in heat 14 over Rickardsson, and Hamill was again in third with Andy Smith at the back.

Ermolenko was excluded in a controversial heat 15 after a clash with Australia's Craig Boyce. Ermolenko claimed that Boyce's footrest got locked in his chain and there was nothing he could do, but the referee's decision stood.

Ironically the rerun produced the best race of the night because Boyce pulled out with bike problems, leaving a straight showdown between English rivals Loram and Joe Screen. Loram won the battle, but only after a tense contest with Screen.



(Left) Peter Karlsson (right) leads Billy Hamill (left) and Joe Screen in heat 12. Karlsson went on to finish second in the A final. Hamill won the C final.
(Below) Henka Gustafsson (8) finished third in the A final.

Ermolenko, too, was satisfied to be in the event at all.

"To sit on your backside for three weeks before a Grand Prix is hardly good preparation, but I am pleased I came and rode," Ermolenko said. "I am very jealous of the top guys, but I have to be positive about the future, and that's just the type of attitude I have."

"After the start I made, it's a bit disappointing to finish sixth," Hancock said of his result, but again I will take the positive points forward to the next round in Sweden." CN

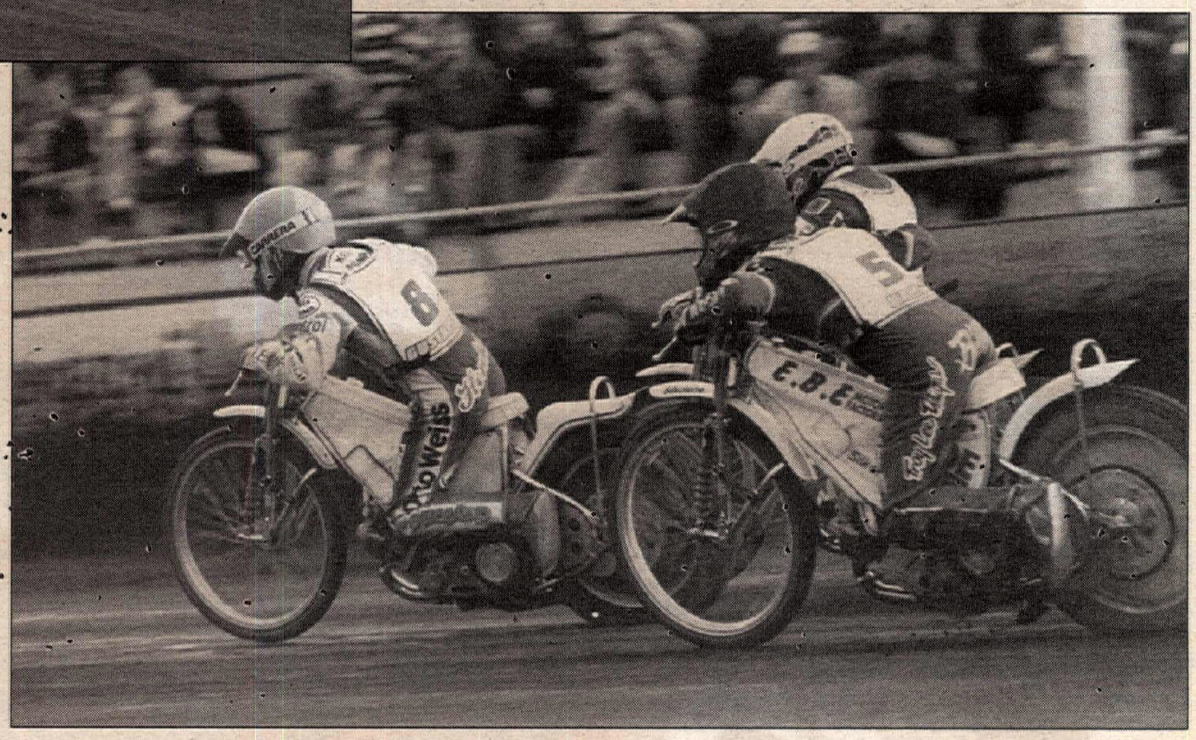
Nielsen marched on in heat 16 when he beat Greg Hancock, again in convincing style as the fans struggled to stay awake. Hancock had to give close attention to the fact that Cox and Crump were battling behind him, but the Team Exide man had done enough.

Nielsen's only defeat came in heat 17 when Rickardsson struck a psychological blow with a clear win over the reigning champion.

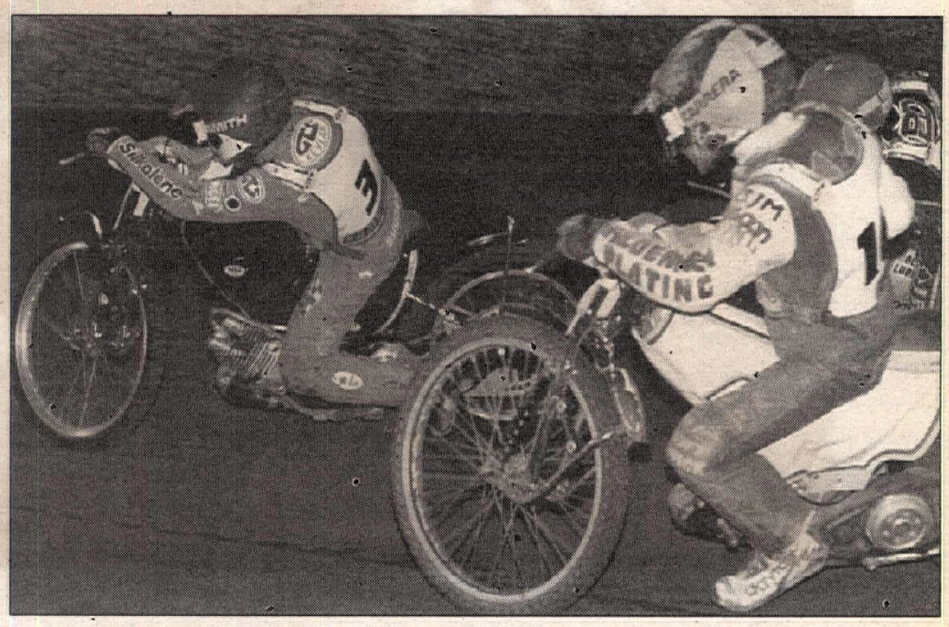
GRAND PRIX HEATS

Ermolenko salvaged some pride with victory in the D final, and he was clearly relieved to have achieved this result after another tough night on the Grand Prix circuit. Hamill, who also had problems, was an impressive winner of the C final to finish ninth overall despite his illness. Hancock did well to finish sixth overall with second place behind Louis in the B final.

Nielsen, Rickardsson, Karlsson and



(Below) Greg Hancock (left) races underneath Andy Smith (right) in heat 18. Hancock took the runner-up spot in the B final.
(Below right) A battered and bruised Sam Ermolenko (3) took part in the German round and came away with a D-final victory.



Gustafsson were left to challenge for victory in the A final, and the outcome was all but predictable. Nielsen earned the victory after sweeping wide to go past his rivals while Karlsson worked hard to fight off the challenge of Gustafsson and Rickardsson to take a well-deserved runner-up spot. After the meeting, Nielsen was happy to have built up a comfortable lead in the race for the title, but he refused to admit that he had already done enough.

"It has gone very well for me so far, and I have to stay consistent," Nielsen said. "There is still a long way to go, so I am not prepared to say I am going to go on and win it. Everything fell into place for me, and I was happy to get the win because Tony had done so well to beat me comfortably in my previous race. The conditions were not perfect, but we all had to adapt to them, and I am very happy."

Nielsen said that he still believes a compromise can be reached in the row over the use of solid-block tires to rescue the remainder of the series.

"I feel sure we can have constructive talks before the Swedish Grand Prix, but situations like this can never be resolved in a simple manner overnight. They do take time. Something needs to be done in order to make the sport more exciting for the fans, and I have to say that the use of the new solid-block tires is now the way forward, and we have to look at other areas. The riders are prepared to talk about it, and I just hope that common sense wins the day."

Karlsson was delighted with second place after a nightmare run of results in the opening two Grands Prix, and he is confident of winning one of the next three rounds.

"I had all sorts of problems in the first two meetings with both my confidence and machinery, which both have to be spot-on to stand a chance of doing well in the Grand Prix," Karlsson said. "It makes everything seem much better because after I had struggled in the first two rounds, I was pretty down about everything, but now I feel confident that I can actually go out and win a round or two."

Meanwhile, third-placed Gustafsson is also a nearly-man of the Grand Prix, but he is another Swede who made a vital breakthrough in Pocking.

"I have always had faith in my own ability, and I believe I can get better from here," said Gustafsson, who regularly beats the best riders in the world in league racing throughout Europe.

Hamill was happy to have secured ninth place after admitting that he felt exhausted even before the meeting began.

"I have not felt right for a couple of days, and I always knew that it was going to be tough," Hamill said. "I'm just so pleased that to have pulled through with ninth place when it could have been much worse. I wasn't making the starts, but at least I kept picking up points throughout my five qualifying rides."

German Grand Prix
Pocking, Germany
Results: July 6, 1996 (Round 3 of 6)

Qualifying Heats

O/A POINTS: 1. (TIE) Hans Nielsen/Tony Rickardsson (14); 3. (TIE) Peter Karlsson/Henka Gustafsson (12); 5. (TIE) Chris Louis/Greg Hancock (10); 7. Gerd Riss (7); 8. (TIE) Jason Crump/Leigh Adams/Billy Hamill/Joe Screen/Mark Loram (6) 13. (TIE) Craig Boyce/Sam Ermolenko/Andy Smith (3); 16. Marvyn Cox (1).

Grand Prix Heats

D FINAL: 1. Sam Ermolenko; 2. Andy Smith; 3. Craig Boyce; 4. Marvyn Cox.

C FINAL: 1. Billy Hamill; 2. Leigh Adams; 3. Jason Crump; 4. Mark Loram.

B FINAL: 1. Chris Louis; 2. Greg Hancock; 3. Gerd Riss; 4. Joe Screen.

A FINAL: 1. Hans Nielsen; 2. Peter Karlsson; 3. Henka Gustafsson; 4. Tony Rickardsson.

WORLD INDIVIDUAL CHAMPIONSHIP SERIES POINTS STANDINGS (After 3 of 6 rounds): 1. Hans Nielsen (68); 2. Tony Rickardsson (56); 3. Billy Hamill (45); 4. Tommy Knudsen (41); 5. Greg Hancock (38); 6. Henka Gustafsson (36); 7. Chris Louis (31); 8. Peter Karlsson (30); 9. Joe Screen (21); 10. (TIE) Mark Loram/Sam Ermolenko/Craig Boyce/Andy Smith (14); 14. (TIE) Gerd Riss/Marvyn Cox (13); 16. Thomas Gollob (11); 17. Leigh Adams (10); 18. Jason Crump (8); 19. Stefano Alfonso (6).

Upcoming Rounds:
Round 4 - Linkoeping, Sweden, August 10
Round 5 - London, England, August 31

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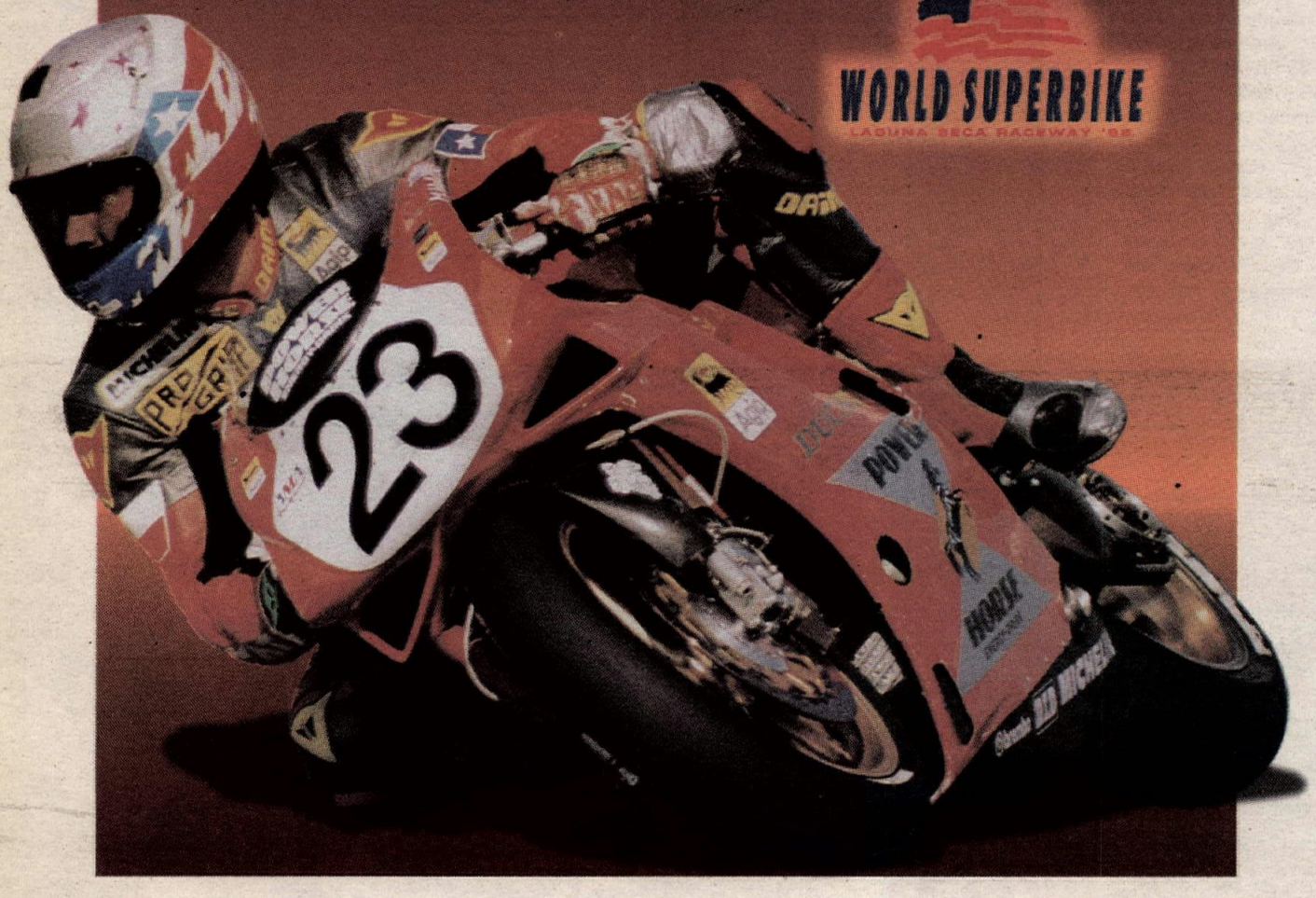

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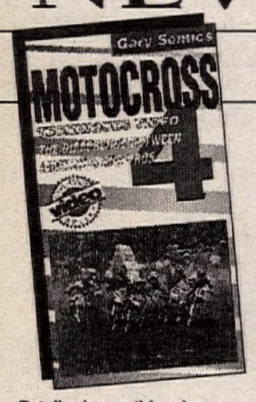

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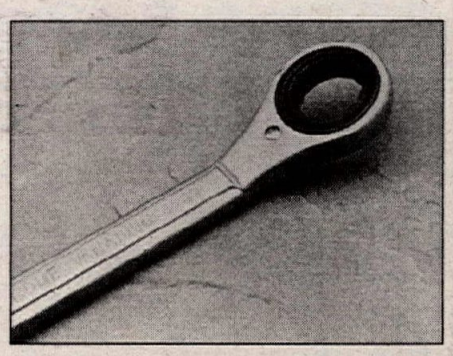
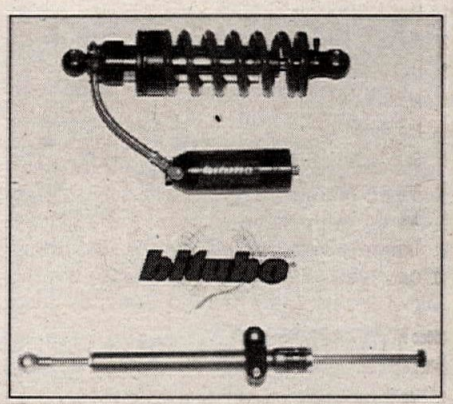


PRO WRENCH

Motion Pro is now carrying these forged vanadium-steel **ratchet combination wrenches**. One end is a reversible-ratchet, 15-degree-offset, 12-point box end. The other is an open-end wrench. The wrenches come in 10-17mm and 19mm sizes, or they may be purchased as a complete set. Individual wrenches carry suggested retail prices from $21.81 to 32.13. A complete set retails for $205.71. For more information, contact Motion Pro, Dept. CN, 119 Independence Dr., Menlo Park, CA 94025, 415/329-0427.



TWO FOR THE BUMPS

Bitubo now offers its gas-charged **steering dampener kits** and **shock absorbers** in the USA. The steering dampener is fully rebuildable and features 10-position adjustability. It is available in lengths from 80-160mm for most modern sportbikes. Suggested retail price for the steering dampener kit is $249. The nitrogen-charged Bitubo shock features spring preload, compression and rebound, and ride-height adjustability. It comes with a polished body, red spring and black reservoir. Suggested retail price is $489. For more information, contact Outrider, Dept. CN, 2013 Lincoln Blvd., Santa Monica, CA 90405, 310/452-7790.

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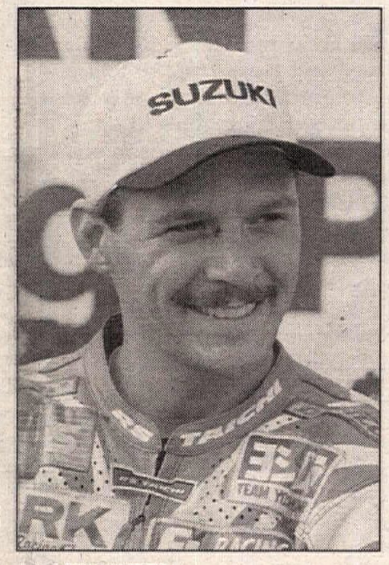
Honda **XR250 and 400** can now carry 1.4 gallons of fuel more than stock and thus stay on the trail longer with a **Clarke 3.8-gallon fuel tank**. It mounts just like the stocker, utilizing all the same hardware from the original tank, and it is large enough on top to accommodate a Dry Break filler. An insert is molded in for the addition of an external vent. The tank is available in many colors and retails for $142 by itself or $320 with the Dry Break filler and external vent already installed. For more information, contact Clarke, Dept. CN, 29032 South Salo Rd., Mulino, OR 97042, 503/829-2156. CN

1996 Championship Point Standings

LEADERBOARD



AARON YATES

ROAD RACING

500cc WORLD CHAMPIONSHIP
(After 8 of 14 rounds)

1. Michael Doohan (Hon), Australia (166/5 wins)
2. Alex Criville (Hon), Spain (109)
3. Luca Cadalora (Hon), Italy (106/2 wins)
4. Alex Barros (Hon), Brazil (91)
5. Norifumi Abe (Yam), Japan (78/1 win)
6. Scott Russell (Suz), Alpharetta, GA (75)
7. Alberto Puig (Hon), Spain (62)
8. Jean-Michel Bayle (Yam), France (60)
9. Tadayuki Okada (Hon), Japan (50)
10. Carlos Checa (Hon), Spain (44)

250cc WORLD CHAMPIONSHIP
(After 8 of 14 rounds)

1. Max Biaggi (Apr), Italy (174/5 wins)
2. Ralf Waldmann (Hon), Germany (126/2 wins)
3. Tetsuya Harada (Yam), Japan (97/1 win)
4. Jurgen Fuchs (Hon), Germany (83)
5. Luis d'Antin (Hon), Spain (80)
6. Oliver Jacque (Hon), France (76)
7. Nobuatso Aoki (Hon), Japan (64)
8. Tohru Ukawa (Hon), Japan (50)
9. J.P. Ruggia (Hon), France (49)
10. Luca Boscoscuro (Apr), Italy (43)

125cc WORLD CHAMPIONSHIP
(After 8 of 14 rounds)

1. Haruchika Aoki (Hon), Japan (146/1 win)
2. Masaki Tokudome (Apr), Italy (100/3 wins)
3. Emilio Alzamora (Apr), Italy (94/1 win)
   Stefano Perugini (Apr), Italy (94/2 wins)
5. Tomomi Manako (Hon), Japan (85)
6. Noboru Ueda (Hon), Japan (83)
7. Peter Oettl (Apr), Germany (72/1 win)
8. Kazuto Sakata (Apr), Japan (57)
   Valentino Rossi (Apr), Italy (57)
10. Ivan Goi (Hon), Germany (47)

WORLD SUPERBIKE CHAMPIONSHIP
(After 5 of 12 rounds)

1. Aaron Slight (Hon), New Zealand (173/1 win)
2. Troy Corser (Duc), Australia (164/4 wins)
3. Carl Fogarty (Hon), Great Britain (149/2 wins)
4. John Kocinski (Duc), Modesto, CA (128/2 wins)
5. Colin Edwards II (Yam), Conroe, TX (110)
6. Pier-Francesco Chili (Duc), Italy (108/1 win)
7. Simon Crafar (Kaw), New Zealand (79)
8. Anthony Gobert (Kaw), Australia (59)
9. Christer Lindholm (Duc), Sweden (48)
10. Keith McCarthy (Suz), Australia (38)

AMA SUPERBIKE SERIES
(After 8 of 10 rounds)

1. Miguel DuHamel (Hon), Canada (230/4 wins)
2. Doug Chandler (Kaw), Salinas, CA (220/1 win)
3. Tom Kipp (Yam), Chardon, OH (215)
4. Pascal Picotte (Suz), Canada (199/1 win)
5. Mat Mladin (Suz), Australia (193)
6. Shawn Higbee (Duc), Manhattan Beach, CA (163)
7. Larry Pegram (Duc), Baltimore, OH (148)
8. Aaron Yates (Suz), Milledgeville, GA (145)
9. Thomas Wilson (H-D), Oregon, OH (125)
10. Steve Crevier (Hon), Canada (124)

AMA/PRO HONDA OILS 600cc SUPERSPORT SERIES
(After 8 of 11 rounds)

1. Miguel DuHamel (Hon), Canada (264/5 wins)
2. Thomas Stevens (Kaw), Sanibel Island, FL (238)
3. Doug Toland (Hon), Buena Park, CA (201)
4. Gerald Rothman Jr. (Hon), Manchester, CT (194)
5. Ben Bostrom (Hon), Redondo Beach, CA (193)
6. Andrew Stroud (Hon), New Zealand (179/1 win)
7. Todd Harrington (Kaw), St. Charles, IL (178/1 win)
8. Matt Wait (Hon), Lodi, CA (166)
9. Mike Smith (Kaw), Canton, GA (145/1 win)
10. Steve Crevier (Hon), Canada (129)

AMA/TEAMLINE 750cc SUPERSPORT SERIES
(After 8 of 10 rounds)

1. Pascal Picotte (Suz), Canada (272/4 wins)
2. Aaron Yates (Suz), Milledgeville, GA (266/4 wins)
3. Mark McDaniel (Suz), Santa Rosa, CA (221)
4. Michael Barnes (Suz), Boca Raton, FL (218)
5. Mark Miller (Suz), Long Beach, CA (187)
6. Jim Leslie (Suz), Ridgefield, CT (172)
7. Mark Black (Suz), Austin, TX (152)
8. James Randolph (Suz), Santa Rosa, CA (149)
9. Dale Kieffer (Suz), St. George, UT (113)
10. Jason Pridmore (Kaw), Ventura, CA (112)

AMA 250cc GRAND PRIX SERIES
(After 8 of 10 rounds)

1. Rich Oliver (Yam), Fresno, CA (288/8 wins)
2. Randy Renfrow (Hon), Fredericksburg, VA (198)
3. Kristian Kass (Yam), Paramount, CA (230)
4. Mark Foster (Yam), San Juan Capistrano, CA (227)
5. Perry Melneciuc (Hon), Lehigh Acres, FL (175)
6. Bobby Keith (Yam), Redwood City, CA (172)
7. Cliff Tolley (Yam), Long Beach, CA (161)
8. John France (Hon), Melbourne, FL (150)
9. Roland Sands (Yam), Long Beach, CA (139)
10. Jason Roth (Yam), Dublin, CA (114)

AMA/PROGRESSIVE INSURANCE H-D SUPERTWINS SERIES
(After 8 of 11 rounds)

1. Ben Bostrom, Redondo Beach, CA (250/4 wins)
2. Dave Estok, Daytona Beach, FL (201/1 win)
3. Hikaru Miyagi, Newport Beach, CA (182)
4. Nate Wait, Lodi, CA (178)
   Matt Wait, Lodi, CA (178/2 wins)
6. Daigoro Suzuki, Brea, CA (172)
7. Mark Black, Austin, TX (164)
8. Brian Gibbs, Stockbridge, GA (162)
9. Eric Bostrom, Marina Del Rey, CA (150)
10. Richie Morris, Daytona Beach, FL (115)
    Stephen Vlasblom, Las Vegas, NV (115)

MOTOCROSS

AMA U.S. SUPERCROSS SERIES
(After 15 of 15 rounds)

1. Jeremy McGrath (Hon), Canyon Lake, CA (372/14 wins)
2. Jeff Emig (Kaw), Riverside, CA (240/1 win)
3. Ezra Lusk (Suz), Bainbridge, GA (215)
4. Ryan Hughes (Kaw), Escondido, CA (202)
   Phil Lawrence (Kaw), Menifee, CA (202)
6. Mike LaRocco (Suz), South Bend, IN (200)
7. Damon Bradshaw (Yam), Mooresville, NC (187)
8. Larry Ward (Hon), Florence, SC (178)
9. Damon Huffman (Kaw), Acton, CA (172)
10. Brian Swink (Hon), Reddick, FL (156)

AMA EASTERN REGIONAL 125cc SUPERCROSS SERIES
(After 11 of 11 rounds)

1. Mickael Pichon (Kaw), France (232/6 wins)
2. John Dowd (Yam), Chicopee, MA (207/2 wins)
3. Nathan Ramsey (Suz), Hixson, TN (162)
4. Scott Sheak (Suz), Hudson, NY (137)
5. Brian Deegan (Hon), Bellevue, NE (136)
6. Tim Ferry (Suz), Palm Harbor, FL (128)
7. Cory Keeney (Yam), Oakdale, MN (109)
8. Davey Yezek (Suz), Mount Pleasant, PA (106)
9. Brry Carsten (Suz), Bayville, NJ (90)
10. Shaun Perolio (Kaw), Tampa, FL (79)

AMA WESTERN REGIONAL 125cc SUPERCROSS SERIES
(After 8 of 8 rounds)

1. Kevin Windham (Yam), Baton Rouge, LA (170/6 wins)
2. James Dobb (Suz), Corona, CA (127)
3. Kim Ashkenazi (Hon), Australia (99)
4. Greg Schnell (Suz), Cucamonga, CA (97)
5. Mike Brandes (Suz), Ukiah, CA (89)
6. Casey Johnson (Kaw), Hesperia, CA (85)
7. Pedro Gonzalez (Hon), Mexico (73)
8. Jeff Willoh (Hon), Glendale, CA (58/1 win)
9. David Pingree (Kaw), Menifee, CA (52)
10. David Vuillemin (Kaw), France (45)

BRIAN SWINK

AMA 250cc NATIONAL MX CHAMPIONSHIP SERIES
(After 7 of 13 rounds)

1. Jeremy McGrath (Hon), Canyon Lake, CA (336/5 wins)
2. Jeff Emig (Kaw), Riverside, CA (296/2 win)
3. Mike LaRocco (Suz), South Bend, IN (232)
4. Greg Albertyn (Suz), Corona, CA (208)
5. Brian Swink (Hon), Reddick, FL (183)
6. Kyle Lewis (Yam), Rosamond, CA (173)
   Larry Ward (Hon), Florence, SC (173)
8. Jimmy Button (Yam), Phoenix, AZ (165)
9. Damon Bradshaw (Yam), Mooresville, NC (156)
10. Doug Henry (Yam), Oxford, CT (152)

AMA 125cc NATIONAL MX CHAMPIONSHIP SERIES
(After 7 of 13 rounds)

1. Steve Lamson (Hon), Riverside, CA (311/5 wins)
2. John Dowd (Yam), Chicopee, MA (231)
3. Kevin Windham (Yam), Baton Rouge, LA (209/2 wins)
4. Tim Ferry (Suz), Palm Harbor, FL (185)
5. Ezra Lusk (Suz), Bainbridge, Ga (176)
6. Mickael Pichon (Kaw), France (174)
7. James Dobb (Suz), Corona, CA (168)
8. Buddy Antunez (Kaw), Moreno Valley, CA (163)
9. Scott Sheak (Suz), Germantown, NY (135)
10. Chad Pederson (Kaw), Fort Dodge, IA (133)

DIRT TRACK

AMA GRAND NATIONAL CHAMPIONSHIP SERIES
(After 6 of 22 rounds)

1. Will Davis (H-D), Goldsboro, NC (122/3 wins)
2. Scott Parker (H-D), Swartz Creek, MI (93/3 wins)
3. Rich King (Hon), Waterloo, IA (89)
4. Joe Kopp (H-D), Mica, WA (83)
5. Steve Morehead (H-D), Findlay, OH (69)
6. Kevin Varnes (Hon), Pottstown, PA (65)
7. Kevin Atherton (H-D), White Pigeon, MI (55)
8. Brett Landes (Hon), Los Gatos, CA (44)
9. Dave Camlin (H-D), Rock Island, IL (38)
10. Georgie Price IV (H-D), Sicklerville, NJ (31)

AMA 883cc NATIONAL CHAMPIONSHIP SERIES
(After 4 of 14 Rounds)

1. Georgie Price IV (H-D), Sicklerville, NJ (64/1 win)
2. Nate Wait (H-D), Lodi, CA (57)
3. Jess Roeder (H-D), Monroeville, OH (53/1 win)
4. Eric Bostrum (H-D), Marina Del Ray, CA (47/1 win)
   J.R. Schnabel (H-D), West Bend, WI (47)
6. Jason Fletcher (H-D), Gaylordsville, CT (45)
7. Mike Hacker (H-D), Prince George, VA (42/1 win)
8. Shaun Russell (H-D), San Jose, CA (37)
9. Robert Miller (H-D), New Holland, PA (36)
10. Scott Stump (H-D), Marion, OH (34)

JESSE ROEDER

AMA 600cc NATIONAL CHAMPIONSHIP SERIES
(After 1 of 3 rounds)

1. Steve Morehead (Rtx), Findlay, OH (23/1 win)
2. Georgie Price IV (Rtx), Sicklerville, NJ (19)
3. Ricky Graham (Hon), Salinas Valley, CA (16)
4. Rich King (Hon), Waterloo, IA (15)
5. Charlie Orr (Rtx), Dallas, TX (14)
6. Roger Durkee (Rtx), Dudley, MA (13)
7. Brett Landes (Rtx), Los Gatos, CA (12)
8. Kevin Atherton (Rtx), White Pigeon, MI (11)
9. Davey Camlin (Rtx), Rock Island, IL (10)
10. Terry Poovey (Rtx), Euless, TX (9)

SPEEDWAY

WORLD INDIVIDUAL CHAMPIONSHIP SERIES
(After 2 of 6 rounds)

1. Hans Nielsen (Jaw), Denmark (43/1 win)
2. Tommy Knudsen (GM), Denmark (41/1 win)
3. Tony Rickardsson (Jaw), Sweden (38)
4. Billy Hamill (GM), Monrovia, CA (36)
5. Gary Havelock (GM), Great Britain (27)
6. Greg Hancock (GM), Costa Mesa, CA (25)
7. Henrik Gustafsson (GM), Sweden (18)
8. Chris Louis (GM), Great Britain (17)
9. Craig Boyce (GM), Australia (12)
   Marvyn Cox (GM), Great Britain (12)

OFF-ROAD

AMA NATIONAL CHAMPIONSHIP ENDURO SERIES
(After 5 of 9 rounds)

1. Randy Hawkins (Suz), Travelers Rest, SC (119/2 wins)
2. Ty Davis (Kaw), Hesperia, CA (106/3 wins)
3. Michael Lafferty (KTM), Millville, NJ (91)
4. Kevin Hines (CRE), East Wareham, MA (86)
5. Steve Hatch (Suz), Ithaca, NY (73)
6. Matt Stavish (KTM), Blaine, MN (55)
7. Kelby Pepper (Kaw), Center, CO (40)
8. Kevin Bennett (TM), Millville, NJ (28)
9. Patrick Garrahan (Kaw), Boulder Creek, CA (25)
10. Jason Dahners (KTM), Redmond, WA (23)

AMA NATIONAL CHAMPIONSHIP HARE & HOUND SERIES
(After 4 of 7 rounds)

1. Greg Zitterkopf (Kaw), Chino, CA (94/1 win)
2. Ty Davis (Kaw), Hesperia, CA (90/3 wins)
3. Paul Krause (Kaw), Irvine, CA (71)
4. Destry Abbott (KTM), Phoenix, AZ (65)
5. Jeff Capt (Hon), Glendora, CA (59)
6. Johnny Campbell (Hon), San Juan Capistrano, CA (58)
7. Donnie Book (Kaw), Gypsum, CO (44)
8. Abe Baumann (Kaw), Garden Grove, CA (42)
9. Jim Gray (KTM), Gunnison, CO (41)
10. Steve Hengeveld (Kaw), Phelan, CA (32)

AMA NATIONAL CHAMPIONSHIP HARE SCRAMBLES SERIES
(After 4 of 9 rounds)

1. Rodney Smith (Suz), Oakley, CA (96/2 wins)
2. Steve Hatch (Suz), Ithaca, NY (75)
3. Jason Dahners (KTM), Redmond, WA (67)
4. Eric Mashbir (Hon), Oakland, CA (41)
5. Brian Garrahan (Kaw), Boulder Creek, CA (39)
6. Cole Marshall (Hon), Boulder Creek, CA (38)
7. Patrick Garrahan (Kaw), Boulder Creek, CA (30)
   Scott Summers (Hon), Petersburg, KY (30/1 win)
   Ty Davis (Kaw), Hesperia, CA (30/1 win)
10. Rob Kopp (Kaw), Mica, WA (29)

AMA GRAND NATIONAL CROSS COUNTRY SERIES
(After 7 of 12 rounds)

1. Steve Hatch (Suz), Ithaca, NY (144/2 wins)
2. Scott Summers (Hon), Petersburg, KY (131/5 wins)
3. Duane Connor (Yam), Washington, PA (116)
4. Scott Plessinger (KTM), Hamilton, OH (110/1 win)
5. Randy Hawkins (Suz), Travelers Rest, SC (93)
6. Rodney Smith (Suz), Oakley, CA (83)
7. Fred Andrews (Yam), Salem, OH (82)
8. Frank Keegan (Yam), Canonsburg, PA (79)
9. Gene Onail (Kaw), The Plains, OH (76)
10. Doug Blackwell (Yam), Parkersburg, WV (62)

AMA/NATC NATIONAL TRIALS SERIES
(After 5 of 9 rounds)

1. Ryan Young (G-G), Lexington, KY (130/1 win)
2. Geoff Aaron (Bet), Redding, CT (129/3 wins)
3. Raymond Peters (Sco), Moreland, NY (96)
4. Mark Manniko (G-G), Aurora, CO (92/1 win)
5. Jess Kempkes (G-G), Lincoln, NE (78)
6. Lonny Halsted (Bet), Clackamus, OR (75)
7. Matt Moore (G-G), Sapulpa, OK (69)
8. Ryon Bell (G-G), Canada (67)
9. Dennis Sweeten (Bet), Salem, OR (60)
10. John Clark (G-G) (54)

WORLD CHAMPIONSHIP OBSERVED TRIALS SERIES
(After 6 of 10 rounds)

1. Marc Colomer (Mon), Spain (109/3 wins)
2. Dougie Lampkin (Bet), Great Britain (98/2 wins)
3. Jordi Tarres (G-G), Spain (90/1 win)
4. Bruno Camozzi (G-G), Italy (68)
5. Kenichi Kuroyama (Bet), Japan (64)
6. Amos Bilbao (G-G), Spain (62)
7. Takahisa Fujinami (Hon), Japan (44)
8. Marcel Justribo (Bet), Spain (36)
   Graham Jarvis (Sco), Great Britain (36)
10. Steve Colley (G-G), Great Britain (32)

RANDY HAWKINS

INTERVIEW

PACE Motor Sports' Gary Becker and Charlie Mancuso

...ll communication?

By Davey Coombs

To most outsiders, the 1996 AMA Supercross Series appeared to be the most successful stadium motocross tour ever. The crowds were up, television exposure was excellent and the level of professionalism was at an all-time high. But underneath the glam surface the series was struggling with an overwhelming feeling of dissatisfaction and ill communication. So when rumors started leaking through the industry last month that new blood was coming in to take over the sport starting right now, the general reception has been mixed - how can they fix it if we can't tell them what's wrong? With that in mind, new supercross bosses Gary Becker and Charlie Mancuso of PACE Motor Sports have set out to fix what's been broken in supercross for quite some time - the lines of communication. For their first exclusive interview since this major shake-up, Becker and Mancuso chose *Cycle News* to introduce themselves to the sport, discuss the recent turnover and tell us about their visions for the future of supercross in America.

First of all, who are you guys?

Gary Becker: I am CEO of PACE Motor Sports and my family is the prominent owner of PACE. I've been around the entertainment business ever since I was a little kid, and I've been going to supercross and motorcycle races since they started the Yamaha Gold Cup when I was nine.

That was back in the early days of the Houston Astrodome, right?

GB: I grew up around the Astrodome and around these events because that's what my father Allen did. He was an insurance salesman until PACE started in 1966. They created the Yamaha Gold Cup a few years after that and he would drag me around the Astrodome. We used to do flat track one night and TT the second night. That was back when Kenny Roberts was king.

When did PACE do its first indoor motocross event?

GB: That was 22 years ago that we produced our first supercross in the Houston Astrodome.

What about you, Mr. Mancuso?

Charlie Mancuso: I have been named president of PACE Motor Sports, reporting to Gary as CEO. Prior to that I was president of SRO Motorsports. I've been around supercross since 1988. I was born and raised in the arena and stadium business - my father ran a complex in Omaha, Nebraska, which consisted of an arena, an exhibition hall, a theater, and the stadium where the NCAA College Baseball World Series is still played. As far as supercross goes, I went to a few more races this year than in years past because of the circumstances of the acquisition of SRO by PACE.

What exactly is going on with that? I mean, I hate to ask you in these terms, but who's in charge of supercross now, anyway?

GB: Let me answer that. First of all, I should give you an overview of what PACE is. PACE makes up four operating divisions. One is PACE Theatrical, in which we do Broadway shows in New York and Off-Broadway all around the country. We have another division called the PACE Music Group, which has two companies - PACE Concerts and PACE Facilities, which is an amphitheater operator and developer. We have another musical division called PACE Touring which will start buying musical tours; instead of promoting regions or different markets around the country, we will be signing with artists to promote their entire tours. We are currently doing both Lollapalooza and HORDE alternative music events. The fourth division is PACE Motor Sports, which is where PACE started.

Is that where you started?

GB: No, I was in our music division for 15 years but got into PACE Motor Sports back at the same time that PACE got reinvolved with supercross six or seven years ago, back when C.E. Altman was still with us. I worked with C.E. for a number of years and as his health started to get worse and worse I became more involved. Now I'm the CEO of the company and I see my job now to be helping Charlie manage the growth of this business and improvement of the business, whether it's in financial numbers or, in the case of supercross, better communications with the participants and the industry as a whole. We want to show everyone that we're not the bad guys. The promoters group of the past have had different agendas of a sort. We would tell everyone that we were a "promoters group," but when we got behind closed doors we each went out and tried to do our own agenda.

When you say "promoters group," are you speaking of the Mickey Thompson Entertainment Group in California and Supersports in Florida?

GB: Well, yes, even SRO in Chicago. We've all had a love/hate affair over the past few years. PACE, SRO, MTEG and (Supersports' boss) Bill West, prior to our merging, were not always on the same page. And with Mickey Thompson out on the West Coast, I'm not sure we were ever on the same page. As we represented ourselves to the manufacturers and the AMA as a promoters group; when we got to our own individual races we did business differently than one another. We had differences as to how to deal with sponsorships, how to deal with television, the riders, everything. We had different agendas and different management styles; we weren't going down the same tunnel. We tried to the best of our abilities to get on the same page but it just didn't happen that way.

Everyone knows that Mickey Thompson is out. Is Bill West and Supersports out as well?

GB: To the contrary. Bill West has told us over the last few years that he wants to slow down and spend less time on the road. He doesn't want to retire because he has some development properties that he is going to be doing with our company. If Bill West wants to come to 15 races next year, then he can come to 15 races. What he's not going to do is be involved in the day-to-day business and operation of supercross. Bill has a relationship with the AMA that we want to maintain. He is still a partner of this company and that's a relationship we also want to maintain. Bill's been wanting to develop these other projects for the last few years and if it wasn't for the death of C.E. Altman in 1994 he would be two or three years further down the road, but being the good partner that he's always been, he stepped up to the plate and took over the operation of supercross in C.E.'s place. At that time I myself was probably not ready to do it.

Is that why the ad hoc capitol of supercross seemed to move from PACE's home in Houston to Bill West's office in St. Petersburg, Florida?

GB: For our company, that is correct. But at that time we only represented four supercrosses and 50 percent of two other supercrosses. Mickey Thompson still had three or four supercrosses and SRO had the remaining four and a half.

So how is it that PACE Motor Sports now has control of virtually the entire 1997 AMA Supercross Series, with Daytona being the only exception?

GB: We purchased SRO and all of their assets, including supercross, from MSG (Madison Square Garden). Now Charlie will run this company. He will operate this company and initiate the growth of this company. We sat down together and asked, "Where has supercross gone wrong?" Well, the business isn't wrong because business is great right now. 1996 was our best year ever. Ticket sales and exposure on television have never been as good. We still have a little hole with sponsorship, but we did a good job with local sponsorship. We still need the big companies to come on board for the entire series, which is what we're doing right now.

Charlie, why do you think it's been so hard to get sponsorship the last couple of years?

CM: We were afforded the luxury of having two fairly significant sponsors for a long time in Coors Light and Camel, but then they ended their relationships with supercross. In hindsight, I don't think we were prepared for the inevitable date that one or both of those series sponsors would depart. In '93, when Camel left us fairly rapidly, they didn't notify us until August '93 that they would not be with us in '94 - we had a difficult time replacing them. We weren't expected them to leave and we were in no way prepared. In '94 when Coors departed it we didn't expect them to leave us entirely as well. We weren't out actively pursuing series sponsors because we already had two good ones. We were just complacent on one hand; on the other hand in good conscience we didn't feel right going out and pitching to other companies while they were still with us. We just didn't know that they were going to leave.

What about 1997?

CM: What we are doing now that we didn't do in '95 is to make formal presentations to eight different companies in their board rooms or conference rooms where we've set up films, made our sales pitch and actively pursued their support. We've never been this far ahead with potential series sponsors as we have in the last 90 days. Does that mean we'll get a sponsor? No, we have no commitments right now for 1997 with which we are confident, but we are getting closer and closer. We're talking to different companies right now which range from beer companies to tool companies, from photography companies to soft drinks companies.

Why did Camel and Coors leave?

CM: I don't think that they left because supercross was getting weaker. On the contrary, supercross is stronger than it ever was. Our attendance figures for 1996 shattered any previous records and television frequency and ratings on ESPN and ESPN2 are higher than they ever have been. Camel and Coors left when they made a change in their marketing strategies, that's all. After so many years they each decided to pursue different sports. Camel changed their marketing direction entirely to provide direct team support with the Smokin' Joe's Racing road race team, NASCAR and Unlimited Hydroplanes. They no longer have direct series support under the Camel brand. As for Coors, the situation was much the same in that they were looking to expand their involvement in other types of sports marketing. We were left with nothing.

It's just hard to understand why or how supercross has no big sponsorships when it seems like, say, the Craftsman AMA Supercross Series on ESPN would be such a natural tie-in. Is it because there's so much competition in seeking out such sponsorships?

CM: The competition is greater than it's ever been, especially with the Olympics coming to America this year, World Cup Soccer two years ago. But that's just an excuse. The nature of our business says that there's always going to be competition for sponsors from other sports. If you asked me to critique why we couldn't replace Coors and Camel right away, it's because we weren't running the whole business, or at least not enough of it. Now it's totally in my hands and I am now accountable to Gary Becker to get the job done. I think we're prepared now and we're very excited about the progress we've made in the last 90 days. Since the acquisition on March 12 we've been able to generate a national PR effort on supercross and specifically on the champion, Jeremy McGrath. When the '96 Supercross Series ended we did not end our efforts to promote it. Our efforts are as aggressive now as they were in the middle of the season. One of the things that we've done wrong in the past is that we've let our efforts die at the end of the series and then start it up again in January of the next year. We decided to keep pressing all the way through this year and hopefully it will generate some additional benefits to the sport in general. I don't know if you saw it last weekend, but ABC Evening News aired a special on Jeremy McGrath. That's unprecedented in the sport of motorcycle racing.

Let's talk about McGrath for a second. As the top personality in supercross, he's got to be good for your marketing as well. I'm sure you guys remember Bob Hannah from the late 1970s and Rick Johnson from the late '80s as being great for the sport, but Jeremy's domination has made him the first

Charlie Mancuso

Not anymore, say Gary Becker and Charlie Mancuso, the new bosses of supercross.

crossover star, or mainstream star, supercross racing has ever seen.

GB: Jeremy McGrath is exceptional. He's got the look, he's got the personality, he's got the desire, the charisma - he is definitely, without question, a champion. He's warmed up to us over the last 12 or 14 months even though we've had some problems in the past, and he's been a great champion for the sport.

You're talking about the boycott of Las Vegas in 1995, aren't you?

GB: Specifically, I'm probably talking about Vegas, yes. And I think the reason Vegas occurred, and what I've seen over the first quarter of this past year is the main reason that Charlie and I are taking the steps that we're taking next week, which is to travel to California to visit the prominent members of the industry like the manufacturers and team managers to re-establish the lines of communication.

In my opinion, that's been one of the biggest problems in supercross racing these last few years - there's not a lot of communication between the promoters and the teams, the promoters and the media, the promoters and each other, for the matter. Maybe now that there's one person calling the shots there won't be the perceived inability to complain or critique without some retribution, as the riders in Vegas and some of the magazines have found out in the past.

CM: First, let me correct one thing: There is not "one person" calling the shots now. It's one team.

GB: If you knew a little bit more about our company, you might know a little bit more about our style. We think we're fair, we try to be as respectful to the Jeremy McGraths as we are to the kid who comes in and doesn't even qualify or make it to the show. Everyone is part of the industry and everyone should be treated with the same courtesy and respect. Now that doesn't mean that we're going to do what everyone wants us to do, but we will deal with it in a much more professional and respectful manner, and my door and my phone line are always open. For example, if people want to call me and say, 'Hey, this guy Charlie is a jerk and blah-blah-blah,' I'm willing to listen and we'll deal with it accordingly. I think that "open door" policy will solve so many of the problems that we've had in the past with riders and publications and others in our industry. And when I say "our industry," I mean all of ours, because we are all a part of this industry. This industry is not owned by the AMA, it's not owned by the promoters, it's not owned by the manufacturers, it's not owned by the media - we are all involved and we must have respect for each other's roles and for each other's goals. That way maybe we can solve our problems in a much more beneficial manner and take this sport to where the likes of PACE and Bill West and C.E. Altman and SRO and Mickey Thompson always envisioned it.

Even though *Cycle News* was not involved in the matter, a lot of people might be interested in the situation with Hi-Torque Publications and Motocross Action magazine, where they were not welcome at supercross events in 1996. What is the status of that situation?

GB: We will be meeting with the Motocross Action staff soon to iron out our problems. Unfortunately, for someone who is really throwing darts at us all the time, it's unfortunate that Jody (Weisel, Motocross Action editor) is so uninformed and his facts are wrong. If his facts were correct and we were as bad as he said, then I don't mind being that dartboard and I don't mind taking that heat. The problem is, he doesn't understand our side of the business and he doesn't understand why we do things the way we do. I think there's two reasons for that. One, the message they were giving was not the right message and the delivery or the deliverer of that message was not done properly as well. We intend to change both of those. The delivery of the message is going to be positive and the message itself will be positive. If they want to continue to throw darts at us and do things that bring the sport down rather than benefit it, that's their prerogative. But it's not going to be because we did not give them the opportunity nor did we make the effort to inform them of the true positives and the true facts.

The industry knows that you're coming off the best year ever for supercross, but the sport isn't anywhere near perfect. What are some of the things about supercross that need to be fixed?

CM: The schedule is always somewhat broken, and to some extent it can never be completely fixed. We are literally at the mercy of publicly and privately managed facilities. For example, the industry as a whole, and I'm including Gary and myself, would like to see the series start in Anaheim as it did five or six years ago. That would be most advantageous for most of the teams, and we are making a commitment to do that. Our plans are to do that in 1997, though somebody recently threw a monkey wrench into those plans because Disney purchased the California Angles and they are taking over management of Anaheim Stadium - we are still trying to finalize a date for next year. Ironically, Jack Murphy in San Diego, which would be round two after Anaheim, the opening round, is under major reconstruction to add 20,000 seats for the 1998 Superbowl, so it may not be available. We've had to put contingency plans into place but are trying as best as we can to maintain our integrity and our promise to start on the West Coast. But we will start on the west coast as our response to the perennial complaints of the teams, the riders, and other industry personnel.

It's also no secret that the $100,000 points fund for a series of this magnitude is not nearly at the level that it should be. We are working diligently to improve the points fund, and we incorporated into every single sponsor's package a significant points fund of $200,000 and we believe that is another step towards fixing things. If we're successful over the next five years the points fund will be a million dollars. And we believe that as the points fund grows and the dollars in purse money grow, so will the perception of the series as a legitimate sport the same as NASCAR, NHRA and other forms of motorsports. Both motocross and supercross have yet to receive the recognition that these athletes deserve simply because of the dollars involved. If we all do our bit to increase the dollars that are at stake, it will help the sport move to the next level. So that would be the answer to your question as to what needs fixed - the points fund and the opener.

GB: They are both ongoing dilemnas.

Call them sore spots. The Orlando opener has been a sore spot for a lot of people for five or six years.

GB: Exactly. People don't understand our side sometimes. We have to take a back seat to pro football playoff schedules in which every team holds all of the dates. You know that there's a select number of teams that will never, ever make it that far but they still have to hold the dates just in case. We have traveling concerns because we don't want to send people from Seattle to Tampa in one week if we can help it, but sometimes things like that just happen. Sometimes we have to make people drive to Minneapolis in the middle of January.

That was another point of contention last year, but it turned out to be your second biggest crowd of the year.

CM: From a promoter's standpoint we knew what we were doing when we put that race there and it routed coincidentally with Orlando. But now with Anaheim being the opening round on the West Coast, Minneapolis is going to be pushed back to March or April.

So in order to get a better travel pattern you're giving up a hugely successful date for indoor racing.

GB: We are certainly jeopardizing a winner. It's a situation where we have to be good listeners and if we can change situations around, sometimes we will, as long as its fair. And that's what we're striving for - to be fair. But I have to tell you, it can't come from us only. Everyone else has to be fair. We need to have mutual respect for own interests, and if you can understand and respect what I'm doing and I can understand and respect what you're doing, then we're going to come to a mutually beneficial situation.

CM: About things being broken - we could talk about the travel patterns, the points fund and all that, but the fact that we are going to talk to the industry in the next few weeks is our first step towards solving what the biggest problem in supercross has been, and that's communication. We are going out there (to California) to do a lot of listening.

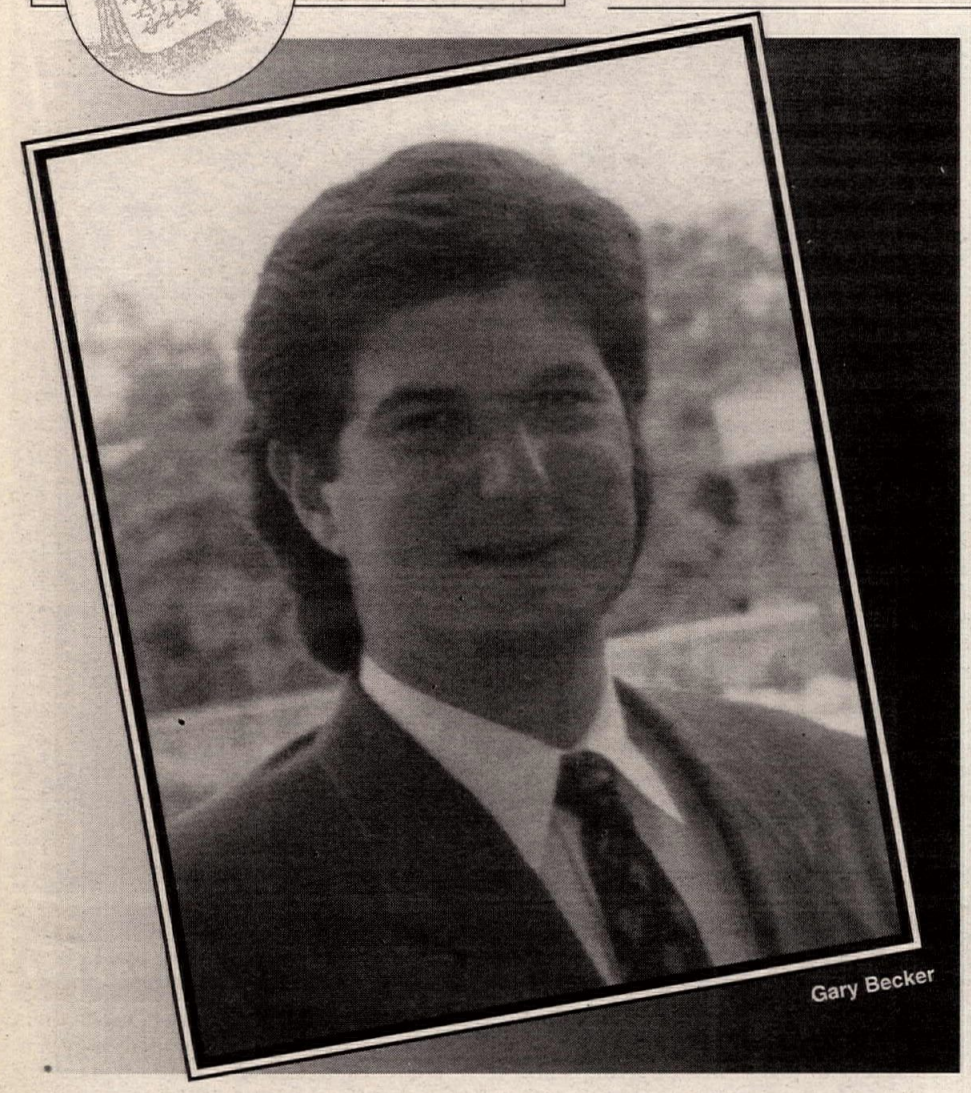
That's good to hear, because it's always been difficult to tell supercross what's wrong, whether you're a rider or a journalist. That's what some of the magazines found out last year. They weren't necessarily playing fair in some of their criticism, but the promoters made them pay a pretty big price by denying them credentials, and that made it hard for anyone to speak up. Will you guys now accept criticism as well as you can take compliments?

GB: You can criticize me, but criticize me fairly. Be factual and at the same time try to understand what your doing as a whole to the sport because sometimes with that criticism they penalize the sport when what they're really trying to do is just hurt me. The situation last year (with Motocross Action) became a personal issue that had to be dealt with at a personal level.

CM: Gary's letter last week that was sent throughout the industry to set up these meetings said for people to come prepared to give us your criticism and complaints and congratulations - there is no formal agenda. You can give us any input you want and there will be no retribution. The message here is that there's an awful lot that we know and a whole lot that we don't. We want the rest of the industry to have a level of communication with the two of us that has never existed with supercross before.

GB: Let me give you an example of this. We were standing by the track at Denver before practice on Friday and one of the riders - I'm not going to mention his name - walked up to where the whoop-de-doos were going and their immediate comment was, "Oh, these ----ing promoters are trying to save money on dirt again," which was the most absurd comment anyone could ever make. They weren't built yet! The amount of time and money we spend on a track compliment our desires to do it the very best way possible. The reason we hire people like Rich Winkler and Mark Barnett and run our designs by Duke Finch and the AMA is to have the very best and very safest track possible. We do our best. That's a cost that's a part of doing business, but we will never cut that cost to jeopardize rider safety or competitiveness, and those were two issues that were brought up in several articles. I want these guys to be able to walk up to Roy (Janson), or to walk up to Charlie, or to walk up to me, and say 'Hey guys, this it too skinny or this is too

PACE Motor Sports' Gary Becker and Charlie Mancuso


Gary Becker

dangerous or whatever.' We are willing to sit down and discuss it. Let's quit bitching at each other and just get things done.

What do you gentlemen feel is right with supercross?

GB: We're selling a lot of tickets, there's a lot of excitement in the industry from people like Parts Unlimited, who were super this year (as a series sponsor), ESPN is overwhelmed with the ratings and we're overwhelmed with the number of times they're running our events, the excitement of the races themselves and the overall excitement over our champion Jeremy McGrath, up-and-comers like Kevin Windham and the exciting things he can do on that motorcycle, and the same goes for (Mickael) Pichon. The talent level is getting better and better and we're getting more and more entries.

That brings me to another question. Are you satisfied with the number of participants that you have now or would you like to see an increase in both professional entries and amateur entries?

CM: We'd love to see an increase in amateur entries and we're going to implement several programs to hopefully facilitate that, but from a professional standpoint, we think we should travel from city to city with this professional tour with a set number of competitors and not be doing any qualifying at the stadium. Rather, we should qualify riders through an amateur program that is done on a number of different levels. That way a rider isn't going from an arenacross up in the Northwest Territory into the Seattle Kingdome Supercross because we need riders to fill the gate. On the other hand, we need to come up with a program in concert with the AMA, a financial program that pays 10th place through 20th more money so that those riders can continue to be competitive and travel the entire series.

The amateur program went away the last few years, possibly for reasons of economy or maybe for reasons of the presentation and the way the riders were treated - running on Saturday morning and things like that. Don't you guys think that in order to build your own stars you need to put a little more emphasis on the amateurs? I mean, Gary, if you remember back in the days at the Astrodome, there used to be 1600 amateurs out there.

GB: Sure I remember that, but at the same time we would get grief because the track gets worn down. It's a situation where as an industry we should sit down together and see what's right, but you're 100 percent right, amateurs need to be a part of the growth of this sport. Where are they best suited? Is it eight or 10 hours before the show or is it best suited the day before if logistics can handle it? The week before? Or is it best suited to set something up on a regional basis all around the country and have them be a part of the show? That's a tough answer.

What about the 1997 AMA Supercross Series itself? Last year there were 15 rounds, and although it may have seemed like two or three races too many, the 14th round at St. Louis was a really great event. Are you hoping to have just as many races next year or will we see a different number of races?

CM: We believe there will be 15 races next year.

Will Daytona again be included?

CM: Of course.

Are you satisfied with the television package and the growth of ESPN2?

CM: ESPN2 is up to 35 million households today, and by January of next year it should be past 40 million. Once ESPN2 surpasses that 40 million mark they have the right to put supercross exclusively on "the Deuce" as part of the terms of our four-year agreement, which will be in its second year in '97. So it's quite possible that's where supercross will be exclusively next year, though it's not been confirmed. You see, ESPN is strategically trying to put all motorsports on ESPN2 over the next couple of years, and when that happens we will enjoy much more attractive time slots than we do on ESPN directly. It may be West Coast prime time but in the East it's midnight or 1 a.m. Also, on ESPN2 we will also have more frequency with repeats. Everyone has been happy with the programs themselves and the ratings, which range from a 0.5 to a 1.2 cum, which is outstanding, but what people miss in this picture is that it is also distributed to 150 countries throughout the world and continues to grow. Our worldwide exposure and consequent acceptance continues to grow. The value of the sport and it's stars will be much more global in the next few years than it is today.

What about Roy Janson, the director of supercross. Does he have a role in the immediate future of supercross?

CM: Roy has a role in the immediate future and the long-term future of supercross. Roy is still the director and he will be our primary point person managing the day-to-day operations and event preparations in 1997 and beyond. Roy has a tremendous knowledge of the sport and the history of the sport He knows more people involved in the sport of motocross, supercross and arenacross than anybody else in our organization. He knows the strengths and weaknesses of this sport and he's already working on 1997.

What about Jerry West? Has a role been determined for him?

CM: We have offered Jerry an opportunity to be our lead development executive, the guy that goes out and handles new business development, whether it be "Trucktopia" events or off-road racing or air shows or water shows or arenacross or whatever. He would do the leg work and tell us what we need to do, but I regret to say that Jerry is maybe going to be pursuing other opportunities. So right now, his role has not been determined.

Since we finally appear to have a unified team leading the sport of supercross, where do you want to take our sport in the next five years? Not our industry, not our show, not our marketing or vehicle or whatever - where do you want to go with the sport itself, the soul of supercross?

CM: I think everybody would like to develop supercross so that it's perceived to be on the level of what other people recognize as legitimately received motorsports like NASCAR and NHRA. We hope that developing better relationships with arenacross and motocross and with all of the competitors, that we can do our part to help propel this sport into that stratosphere. We want to see opportunities where a McGrath or a Jeff Emig or Windham or even a Denny Stephenson will get to have merchandising and do commercials and endorsements for products outside their immediate category, to the point where people perceive us the same way John Q. Public sees the NASCAR program. Just like them, we want to see supercross integrated into mainstream America. We hope that in the next five years that these riders have the same recognition and opportunities in marketing as athletes in other sports. It's all about marketing.

GB: We want to see supercross in Sports Illustrated, in USA Today, on ESPN SportsCenter - we want to see supercross recognized as a series of sporting events where people can see some of the best athletes in the world. We think it's unfortunate that these racers are only recognized in their own industry and not by the rest of the world. What Jason Babiar is doing for us with a PR effort is to try to get supercross into the mainstream. It's what the riders need, because when they turn 26 or 27 and can no longer compete with the younger guys, where do they wanna go? They can't just drop off the face of the earth and do something different. We have to find something to do where we can use publicity to take them to the next level.

Is PACE's affiliation in dirt bike racing limited to supercross or do you have expansion of other forms of race promoting in mind?

GB: We've got big expansion in mind, a lot of expansion in the developmental stages right now. Supercross is very dear to my father's heart and to our company. There's basically been the same people around for so many years that it's amazing that we don't communicate better. I mean, I've known Bevo since I was a kid - since he was a kid!

How old are you, Gary?

GB: I'm 36. I'm not that old, and Charlie's only 43, but we think we have good business sense and we're in touch with who's trying to help this sport and the whole "X" factor that this generation is about and how important that is to supercross. I've been around the live entertainment business forever and I've got a pretty good idea what works. You know, something we haven't even discussed is the fan, and they're the ones that make all of this work. We want to know from them what they feel is wrong with supercross. We read the magazines and their comments on the Internet, their discussions about the design of the tracks, the quality of the announcers and their attitudes and styles, the look of the track, whatever. A lot of fans come to these races because their already supercross fanatics, but a larger number of them are just there for the entertainment value. For instance, look at football and especially basketball and you'll see that there's as much going on doing the time-outs as there is during the games.

CM: Someone needs to help us to find the right formula. If people don't want to see 4-year olds out on the track or deejays out there being silly, they need to tell us. I mean, we get most of this from the radio stations that support and promote us, so the people out there reading this need to help us if they feel that we're doing something detrimental to the sport or something just so silly that it's stupid. In a constructive manner just give us solutions.

GB: We need intermissions because we have to work on the track, we have to give the riders a rest. One of the magazines wrote that we have intermissions so people have nothing do but to get up and go buy our merchandise and concessions, but that's what people want to do! They want to get up and stretch their legs, get a drink, use the bathroom and not miss a moment out on the track. People in the magazines would know that if they just asked us - or even asked the fans what they want!

So in preparation for these meetings you're planning with the industry that will hopefully improve supercross, you've been going to the races, reading the magazines, checking your mail, looking over the Internet...

GB: We want to listen to everyone who has something to say, but we want to listen in the most beneficial, positive manner possible. We'll take constructive criticism, but we don't want one-sided attacks like we've been victim to the past, all that destructive criticism. We can solve these problems and issues, but the only way to do it is to start up the lines of communications. That's what's been wrong with supercross, and that's what Charlie Mancuso and myself and PACE Motorsports are going to fix first. CN

Aaron bounces back

(Left) Reigning champion Geoff Aaron put on a command performance in Tennessee as he won both rounds by wide margins. (Below) Series points leader Ryan Young finished second both days but still leads the championship by one point.

By Larry Toby
Photos by Arnold Lane

JASPER, TN, JULY 6-7

Two-time and defending national trials champion Geoff Aaron came to rounds four and five of the AMA/NATC National Trials series, held near Jasper, Tennessee, on a mission. "I've got to claw my way back on top of the series lead," said the defending champion. "I've got to be a lot more aggressive. I'm going to work very hard."

Aaron's hard work was very apparent as he piloted his Beta to solid wins in both rounds with aggressiveness, poise and grace not seen from the national champ yet this year. Aaron made huge efforts seem easy and chose unique lines as he held a clinic for his competitors, winning by huge margins in the most widely varied terrain to challenge the riders this season.

Though Aaron considerably closed the gap on current series points leader, Gas Gas-mounted Ryan Young, he didn't quite make it to the top of the charts - Aaron trails Young by one point, 130-129.

SATURDAY

The Southeastern Trials Association's three-mile loop was divided into 16 sections, with sections four, 12 and 16 championship-only level. Although some of these sections were regarded as a bit dangerous, most everything proved makable once some lines were established. Winner Aaron even thought it could have been more difficult. "The event was a little easy because it was dry today, but it was still a great event," said Aaron. "The championship-only sections were very good." Aaron finished the first loop with an 11, taking five of those points as the first rider to attempt the difficult section 12. Aaron dropped his scores into the single digits in the successive loops, scoring a 7 and then a 5.

Gas Gas-backed Young rode a smart, calculating round in an effort to retain his series points lead. "There were a few dangerous sections," said Young. "They bothered me a little but, of course, I rode them and did fine."

Young's second-place finish from loop scores of 17, 19 and 13 allowed him to hold a six-point lead over Aaron despite having one win on the year while Aaron has earned the top spot twice.

For a while, it appeared there might be four separate winners in four rounds. Raymond Peters began the event riding with laser precision, piloting his Scorpa to an incredibly low first-loop score of 9 to take the early lead.

Peters was the only rider to clean all three championship-only sections the first time around, including the dangerous 12th sections and very tricky 16th section. "I was scoring clean after clean," Peters said. "It was cool."

A chance for his first national win eluded Peters as things started falling apart on his 32-point second loop. "I had some problems with a few questionable calls," Peters said. "I lost some concentration and scored five consecutive 5s. The points added up real quick."

Peters secured third place with a third-loop score of 18

Young's third-loop score of 13 gave him a comfortable cushion in second place. Aaron, already with a comfortable lead, cleaned every section on loop three except the unridable section 13. Aaron's third-loop score of 5 was the lowest on the day.

Beta-mounted Lonny Hallsted came from behind to nearly catch Peters but occasionally got off-line resulting in a few extra 5s. His score of 61 was good enough for fourth place.

Fifth place went to Gas Gas-mounted Mark Manniko with a score of 64. Manniko gave up a lot of points to his younger competitors by not attempting to ride the dangerous section 12 on any of the three loops. "If I lost a couple positions because of section 12, that's fine with me," Manniko continued. "Those kinds of sections are for the young lions. At my age, I'm out here to have fun. I don't have anything to prove."

SUNDAY

Round five of the series began and ended in the same location as round four held the previous day, but the club laid out 15 new sections on an entirely new loop. Overall the sections were much less dangerous than on Saturday, though still tricky enough to draw points from even the top riders.

Aaron got off to a bad start, but finished the first loop with 17. Peters also ended the loop with 17. Always the fierce competitor, Young finished the loop with a 10 - and the early lead.

As champions do, Aaron picked up the effort significantly and turned in an incredible performance with a 4-point loop to post the only single-digit loop score of the day. This put Aaron up one point over Young, who turned in a 12 on the second loop.

The event changed significantly on the third loop as rain came pouring down, making some of the sections unridable. The top six positions would come down to the wire.

Of this group, Aaron was first to finish as he posted a low score of 15. "The rain made it a real mess out there," Aaron said. "There was only one section I simply couldn't get through. I cleaned it the first two times. Two other sections I had to push, push, push to get through."

Young and Peters were still in the hunt for the overall win and had stopped on the course to wait for the rain to stop. It soon did, leaving some question as to how much the course might improve, and increasing Aaron's anxiety about having finished early. "I've come in early (before) to post the low score," Aaron said, "only to have Young find some way, a line nobody tried before, something, to come in with a score just low enough to edge me out."

Hallsted, Bell and Kempkes were the next riders to come in posing scores of 28, 33 and 41, respectively. Hallsted moved into fourth, Bell was fifth and Kempkes slipped to sixth.

Next came Peters, posting a loop score of 34 and a final score of 63 to assure him of at least third. Now all that was left to do was wait for Young to see whether he would finish first, second or third.

With very little time left, Young finally came in, posting a loop score of 33 and a final score of 55 to finish solidly in second.

"I had a bit of a disadvantage out there since I had barely begun the third loop when the rain started," said Young. "My third-loop score was more than my first two combined. Sections that were automatic cleans became impassable. I'm satisfied with second place. I still have the series point lead by one point." CN

Southeastern Trials Association
Jasper, Tennessee
Results: July 6-7, 1996 (Rounds 4 & 5 of 9)

Saturday

C'SHIP: 1. Geoff Aaron (Bet) 23; 2. Ryan Young (G-G) 49; 3. Raymond Peters (Sco) 59; 4. Lonny Hallsted (Bet) 61; 5. Mark Manniko (G-G) 64; 6. Jess Kempkes (G-G) 65; 7. Ryon Bell (G-G) 108; 8. Matt Moore (G-G) 109; 9. Dennis Sweeten (Bet) 134; 10. John Clark (G-G) 179.

AMA/NATIONAL C'SHIP OBSERVED TRIALS SERIES POINT STANDINGS (After 4 of 9 rounds): 1. Ryan Young (105/1 win); 2. Geoff Aaron (99/2); 3. Mark Manniko (78/1); 4. Raymond Peters (75); 5. Jess Kempkes (63); 6. Lonny Hallsted (57); 7. Matt Moore (56); 8. Ryon Bell (51); 9. Dennis Sweeten (48); 10. John Clark (43); 11. Oliver Clamagirand (21); 12. Mike Guns (14).

Sunday

C'SHIP: 1. Geoff Aaron (Bet) 36; 2. Ryan Young (G-G) 55; 3. Raymond Peters (Sco) 63; 4. Lonny Hallsted (Bet) 71; 5. Ryon Bell (G-G) 75; 6. Jess Kempkes (G-G) 81; 7. Mark Manniko (G-G) 99; 8. Matt Moore (G-G) 101; 9. Dennis Sweeten (Bet) 110; 10. John Clark (G-G) 225.

AMA/NATIONAL C'SHIP OBSERVED TRIALS SERIES POINT STANDINGS (After 5 of 9 rounds): 1. Ryan Young (130/1 win); 2. Geoff Aaron (129/3); 3. Raymond Peters (96); 4. Mark Manniko (92/1); 5. Jess Kempkes (78); 6. Lonny Hallsted (75); 7. Matt Moore (69); 8. Ryon Bell (67); 9. Dennis Sweeten (60); 10. John Clark (54); 11. Oliver Clamigirand (21); 12. Mike Guns (14).

Upcoming Rounds:
Rounds 6 & 7 - Donner, California, August 10-11
Round 8 - Omaha, Nebraska, September 21

Round 9: Belgian GP

The toughest yet

(Left) Frenchmen Sebastien Tortelli is well on his way to becoming the youngest MX World Champion. At the Belgian 125cc GP, he registered his eighth consecutive victory. (Above) Englishman Paul Malin gave Tortelli a run for his money in the first moto. A late-race missed shift gave Tortelli the win. Malin ended up second overall.

By Alex Hodgkinson

NISMES, BELGIUM, JULY 7

Not even Paul Malin on top form and wild card Stefan Everts could prevent Sebastien Tortelli moving relentlessly closer to becoming the youngest motocross World Champion of all time, as the 17-year-old French Kawasaki rider extended his record win streak to eight in the ninth round of the World 125cc series at Nismes in southern Belgium.

If Tortelli wins both motos again in Slovenia this weekend, then nothing short of two seconds for Malin can even delay the crowning ceremony to Czecho at the end of the month.

A five-figure crowd at the track, which will host the 1997 MX des Nations, saw Malin give it everything he had. Even Tortelli had to admit after the opening moto: "That was my hardest race of the year. I had to give it everything to catch Paul, and I was only able to pass when he made a mistake on the last lap."

"How could I make such an elementary mistake after leading for 46 minutes?" asked Malin. "I hit neutral and got hooked up in a rut."

The Brit had the holeshot, even heading TM-mounted Luigi Seguy into the first turn, but Tortelli needed only a few hundred yards to pass Erik Camerlengo and the TM rider. His first charge for the lead came on lap three, but Malin resisted as never before.

Time and again the Frenchman charged, and time and again the Brit held him off: "He got alongside a couple of times, but never in front," said Malin.

In the end, a Tortelli mistake let Malin get away, but Malin then handed him back a chance: "I caught neutral on a climb and lost drive," he said. The hairiest moment was to come three laps from the end as they approached the final turn.

After touching in midair, Malin led into the turn but slid wide. Tortelli had his wheel in front along the straight, but Malin left his braking later and was back in front down the steps. They had completed that lap in 39 minutes and 59 seconds. In another second, the race would have been one lap shorter and the win would have been Malin's.

Everts came home third, more than a minute down: "Not bad for my first ride on a 125 in nine months," he said having been paid $10,000 in appearance money as a wild card, compared to the $700 of the rest. The 250cc champ was hardly going to complain.

Briefly...

Five of the 16 fuel samples taken at the 125/250cc Foxhills GP double-header three weeks ago, including those of World Champion **Stefan Everts**, Kawasaki factory rider **Frederic Bolley** and TM star **Luigi Seguy**, have failed to meet the FIM fuel regulations. The "A" samples from all three factory bikes failed on only one count - the MON octane rating. Everts' fuel measured 89.1, Seguy's 89.2 and Bolley's 89.3 compared with the legal limit of 89.0. Everts, a double-winner in England, could not believe that he would lose his points: "My team uses Elf special gas, which is specially manufactured under quality control to meet the FIM regulations. They have tested us before, and at Foxhills they took samples from my bike on both Saturday and Sunday, but only one is supposed to be a problem. The Kawasaki team was even more amazed at Bolley's figure. Team boss Jan De Groot said: "All three of my riders - Bolley, Vohland and Tortelli - were tested in Foxhills. They all used fuel from the same barrel, and the fuel used in the races by Bolley and Vohland was even mixed with oil together in one fuel can!" The Kawasaki team use Howell fuel manufactured to a quality control figure of 88.6 MON. TM boss Tony Amoriello was equally amazed: "We use race gas from our sponsors Bardahl. I have seen the laboratory analysis. This is not possible." Bardahl has already announced their intention to pay for the countertest to clear their good name. Amoriello and Seguy did not even know of the test analysis result until they were told by a journalist at Nismes on Friday afternoon, 26 hours after the FIM had issued a press release on the matter. Indeed Everts had been the first to know, having heard the news by phone on Thursday evening from a Belgian journalist: "I phoned my team boss Colin Reed and he also knew nothing. I received the official notification from the FIM on Friday by registered post. Of course we will be getting the B sample tested. If I lost my points I would be 103 points behind Bervoets." De Groot said, "I heard at 7 p.m. Thursday from Colin Reed that there was a problem. I finally managed to contact Frederic at 10 p.m. and it was the first he heard of the matter." A FIM official said that the letters had been posted on Tuesday, adding, "A notification by fax was sent at the same time to the federations of the riders concerned," which means that the French and Belgian federations sat on the news for two whole days without letting the riders know. Particularly the Bolley case, where samples from the same can gave different readings, cast doubt on the validity of the testing procedure. The MON octane figure relates to the inherent octane rating of the base fuel and has more effect on the cleanliness of burning than on the power output, while the more normal RON figure, the same scale quoted at gas stations, was presumably within FIM limits. It would be an amazing coincidence if all three specialist race gas manufacturers involved in GP motocross have taken risks with a too pure base fuel, especially at a race where everyone knew that there would be wholesale testing. The other two fuel samples to fail were from non-qualifiers Francois Schaftenaars and Jose del Barrio on Saturday. Both failed on lead content, the Dutch youngster presumably having impurities in his fuel as it registered twice the FIM limit. The Spaniard had a lead content 40 times the FIM limit, and not surprisingly the octane rating was more than 11 octane higher than allowed. If the riders concerned lose their points (and they retain them at least until the International Jury has reconvened to consider the affair) there is little effect on the 125cc championship, as only Vialle of the front three would gain even a single point by Seguy's exclusion. The TM rider would drop to sixth behind Fanton and Roncada. In the 250s Everts' remaining hopes would die. He would stay third on points but with a deficit of 103 points to Bervoets. The leader and Tallon Vohland would each gain four points in the case of an Everts exclusion and thus remain separated by 55.

Stefan Everts' **Honda** in Nismes was a production bike with full FMF tuning. Stefan's Belgian mechanic Marc Missotton prepared and serviced the bike from Dave Grant's GP Servies truck.

Far and away the oldest rider contesting the Belgian 125 GP was **Marc Velkeneers**. The 35-year-old, who in the late '70s twice threatened to run away with the title before injuries halted his early-season runs of success, missed qualification by a second.

The most prominent non-qualifiers were **Mickael Maschio** and **Fabio Balducci**. The Frenchman broke a bone in his foot in free practice, while the Italian collected a wrist injury.

Bob Moore returned to the GPs after missing France and England with a broken bone in his ankle: "At least my hand is healed enough for me to practice during the week," he said. "I don't know if I will race next year or not yet. Giorgio wants me to come back, and I will race in Europe if I race at all. My wife is expecting a baby in December, though, and I have a few job offers back in the States." Magic Bike teammate **Marcus Hansson** was absent, apparently suffering again from bouts of drowsiness. Riding in his place was Italian youngster Stefano Dami, who qualified well in his first GP.

Graham Kent has wound up his **KTM 500 GP team** for the season. "It was a hard decision to make, but it was the only rational thing to do. Mike (Healey) has proved that he can still do it for a lap, but he is still not able to train properly after puncturing a lung and couldn't hope to make the race results, while Fredrik (Hedman) needs operations on both knees. "We started the summer hoping to attract more sponsorship as the season went on, but none was forthcoming when we weren't scoring results. I hope to be able to run a team for KTM again next year, and hopefully we will have a little more luck with injuries."

Everts was out at the first turn of the second moto. "My bike was misfiring before the start and we changed the plug at the line, but it cut out at the turn," he said. "There must be an ignition problem."

Again Matlin had the holeshot, and Tortell was not in the first 10 this time. By the end of the lap he was sixth, and after 15 minutes be had broken the temporarily stern resistance of Vialle for second.

The deficit to the leader was seven seconds, and this was gradually reduced until, with 10 minutes to go, Tortelli moved ahead on a downhill section for his second win of the day.

With three laps to go Malin gave it his all and got back onto the Kawasaki's rear wheel. Again Malin outdistanced everyone else by 40 seconds, but again he was second to the outstanding rider in European MX.

Vialle, who had slumped to 14th with arm-pump in the opener, held on for third this time, while Seguy and Roncada shared fourth and fifth, respectively, in both motos on a track which favored the brave. Camerlengo deserves a special mention for his second-moto eighth with a broken ring finger on his left hand.

Bob Moore had a frustrating return to GP action. He held sixth early on in race one: "I slipped out on some rocks after 10 minutes and broke off the front brake lever. I carried on until I slipped out of the points, but it was just too dangerous on the long downhills. I'm still hurting, anyway."

The lone American lasted little longer than Everts in race two: "The motor was starting to seize already on the first lap. It was getting slower and slower and I pulled out before it cut out on me on one of those big jumps."

Those jumps had claimed not only Camerlengo, but also Maschio with a broken foot on Saturday, and Dugmore cut open his right forearm on the big table top in race one.

Brian Jorgensen nearly joined them: "My clutch went in midrace. You had to brake before the tabletop because the face was so steep and I nose-dived three times there. That was enough for me."

The Dane had no luck in race two, either. After a top-six start, the engine lost coolant and eventually seized solid after he had lost places with the inevitable power loss. CN

Belgian 125cc GP
Nismes, Belgium
Results: July 7, 1995 (Round 9 of 12)

MOTO 1: 1. Sebastien Tortelli (Kaw); 2. Paul Malin (Yam); 3. Stefan Everts (Hon); 4. Stephane Roncada (Hon); 5. Luigi Seguy (TM); 6. Michele Fanton (Kaw); 7. Carl Nunn (Hon); 8. Alex Belometti (Hon); 9. Mauro Dal Lago (Hon); 10. Xavier Colomer (TM); 11. Philippe Dupasquier (Kaw); 12. Thomas Traversini (Hus); 13. Marcel Van Drunen (Hon); 14. Frederic Vialle (Yam); 15. Collin Dugmore (Hon).

MOTO 2: 1. Sebastien Tortelli (Kaw); 2. Paul Malin (Yam); 3. Frederic Vialle (Yam); 4. Luigi Seguy (TM); 5. Stephane Roncada (Hon); 6. Michele Fanton (Kaw); 7. Thomas Traversini (Hon); 8. Erik Camerlengo (Yam); 9. Nicolas Charlier (Kaw); 10. Colin Dugmore (Hon); 11. Alex Belometti (Hon); 12. Eddy Seel (Yam); 13. Andi Kanstinger (Hon); 14. Oscar Lanza (Hon); 15. Luca Pretto (Kaw).

O/A: 1. Sebastien Tortelli (Kaw); 2. Paul Malin (Yam); 3. Luigi Seguy (TM); 4. Stephane Roncada (Hon); 5. Michele Fanton (Kaw); 6. Frederic Vialle (Yam); 7. Stefan Everts (Hon); 8. Thomas Traversini (Hus); 9. Alex Belometti (Hon); 10. Carl Nunn (Hon).

WORLD CHAMPIONSHIP 125cc MX SERIES POINTS STANDINGS (After 9 of 12 rounds): 1. Sebastien Tortelli (315/8 wins); 2. Paul Malin (242); 3. Frederic Vialle (222); 4. Luigi Seguy (139); 5. Michele Fanton (131); 6. Stephane Roncada (118); 7. Collin Dugmore (110); 8. Mickael Maschio (109); 9. Brian Kjaer Jorgensen (99); 10. Alex Belometti (95); 11. Mauro Dal Lago (77); 12. Erik Camerlengo (62); 13. Philippe Dupasquier (62); 14. Bob Moore (61); 15. Andi Kanstinger (47); 16. Xavier Colomer (45); 17. David Vuillemin (43); 18. Massimo Bartolini (40/1); 19. Simone Girolami (34); 20. Pedro Tragter (32).

Upcoming Rounds:
Round 10 - Maribor, Slovenia, July 14
Round 11 - Jinin, Czech Republic, July 28

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(#7) The Evolution of Motocross
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Roger DeCoster dissects some of the greatest MX battles: Axton '90 w/Cooper vs. Kiedrowski; Budd's Creek '90 w/Stanton vs. Ward; Mt. Morris '91 w/Stanton vs Bradshaw; Millville '91 w/Bradshaw vs. Bayle; Washougal '92 w/Swink vs. Emig. Additional "Hot Shots" focus on techniques for starts, passing and some spectacular crashes. Narration by Larry Maiers; 60 minutes from Powersports Video. **$33.95**

(#65D) 1994 Motocross des Nations
After 13 years of winning the "Olympics" of motocross, the American team came up second to the British champs. You'll see how it happened in this 90-minute show from Motovideo. **$29.95**

(#65E) 1995 Motocross des Nations
Great Britain stopped the USA's winning streak in '94, but the strong Belgian team made 1995 their turn after a 15-year wait. See just how close Team USA came to taking it back. 90 minutes from Duke Video USA. **$34.95**

(#67) 1995 World 125cc MX Series Review
Follow the entire '95 World Championship MX Series, from the stifling heat of Italy to the nail-biting clincher in Germany when just 3 points separated dynamic Italians Puzar & Chiodi. 90 minutes from Duke Video USA. **$34.95**

(#68A) 1995 World 250cc MX Series Review
Belgium's Stefan Everts started as favorite, but received constant pressure from fellow countryman Bervoets, USA's Moore and Vohland, Italy's Bartolini, Germany's Beirer, and England's Nicoll. Highlights cover all 15 rounds, down to when the title was decided at the final in France. 90 minutes from Duke Video USA. **$34.95**

(#68) 1994 World 250cc MX Series Review
Highlights of all the rounds of the '94 250cc MXGP Series featuring Greg Albertyn, Stefan Everts, Donny Schmit, Yves Demaria, Marnicq Bervoets and Kurt Nicoll in their quest for the World Championship. 90 minutes from Motovideo. **$29.95**

(#69) 1995 World 500cc MX Series Review
Belgian Joel Smets changed to a 4-stroke Husaberg in '95 in the hope of winning his first world crown. But Louisiana's former 125cc & 250cc World Champion Trampas Parker had his own ideas. Could he really stop Smets? 90 minutes from Duke Video USA. **$34.95**

(#149) 1994 Budd's Creek 250cc USGP
Team Pepsi-Honda's Yves Demaria shocked the American MX fans when he won the U.S. round of the '94 250cc World MX Championship Series at Budd's Creek, Maryland. Demaria led a massive European revolt eager to beat the dominant Americans at their own round of the World Championships. 47 minutes from Motovideo. **$149.95**

(#150G) 1996 Gainesville AMA National MX
Round #1 of 125cc and 250cc action from sandy Gatorback Cycle Park. 50 minutes from Fox Video. **$24.95**

(#162B) '91 AMA Nat'l MX Season Review
Follow the 13 stops on the 1991 AMA National MX Series as Mike Kiedrowski duels with Guy Cooper for the #1 plate title honors; 250cc and 500cc action follow the dominance of J.M. Bayle over Stanton, Ward, and Bradshaw. Approx. 2 hours (2-tape package) from Powersports Video. **$42.95**

(#162C) '92 AMA Nat'l MX Season Review
The definitive video review of the 1992 AMA National 125, 250 & 500 Motocross Series. Narrated by Larry Maiers; 90 minutes from Powersports Video. **$34.95**

(#162D) '93 AMA Nat'l. MX Season Review
Follow the highlights of the 1993 outdoor Nationals in all 3 classes, from Southwick, Gainesville, Sacramento, Mt. Morris, Unadilla, Buchanan, Glen Helen, Troy, Millville, Washougal, Delmont and Binghamton in the chase for the 125, 250 and last-ever 500 AMA National MX crowns. 90 minutes from Motovideo. **$24.95**

(#162E) 1994 AMA Nat'l. MX Season Review
Narrated by Larry Maiers, it's all here-highlights of the entire 1994 AMA 250cc National MX Championship Series. 60 minutes from Motovideo. **$24.95**

SUPERCROSS

(#301G) 1996 Orlando Supercross
Round #1 of 125/250cc AMA Supercross Series action from the Citrus Bowl in Orlando, Florida. 50 minutes from Fox Video. **$24.95**

(#310G) 1996 Minneapolis Supercross
Round #2 of 125/250cc AMA Supercross Series action from the Metrodome in Minneapolis, Minnesota. 50 minutes from Fox Video. **$24.95**

(#303G) 1996 Anaheim Supercross
Round #3 of 125/250cc AMA Supercross Series action from the former Rams Stadium in Anaheim, California. 50 minutes from Fox Video. **$24.95**

(#312G) 1996 Seattle Supercross
Round #4 of 125/250cc AMA Supercross Series action from the Kingdome in Seattle, Washington. 50 minutes from Fox Video. **$24.95**

(#304G) 1996 San Diego Supercross
Round #5 of 125/250cc AMA Supercross Series action from Jack Murphy Stadium in San Diego, California. 50 minutes from Fox Video. **$24.95**

(#306G) 1996 Atlanta Supercross
Round #6 of 125/250cc AMA Supercross Series action from the Georgia Dome in Atlanta, GA. 50 minutes from Fox Video. **$24.95**

(#302G) 1996 Houston Supercross
Round #8 of 125/250cc AMA Supercross Series action from the Astrodome in Houston, Texas. 50 minutes from Fox Video. **$24.95**

(#314G) 1996 Dallas Supercross
Round #9 of 125/250cc AMA Supercross Series action from Texas Stadium in Dallas. 50 minutes from Fox Video. **$24.95**

(#307G) 1996 Indianapolis Supercross
Round #10 of 125/250cc AMA Supercross Series action from the RCA Dome in Indianapolis, Indiana. 50 minutes from Fox Video. **$24.95**

(#313G) 1996 Tampa Supercross
Round #11 of 125/250cc AMA Supercross Series action from Florida's Tampa Stadium. 50 minutes from Fox Video. **$24.95**

(#309G) 1996 Pontiac Supercross
Round #12 of 125/250cc AMA Supercross Series action from the Silverdome in Pontiac, Michigan. 50 minutes from Fox Video. **$24.95**

(#308G) 1996 Charlotte Supercross
Round #13 of 125/250cc AMA Supercross Series action from North Carolina's Charlotte Motor Speedway. 50 minutes from Fox Video. **$24.95**

(#311G) 1996 St. Louis Supercross
Round #14 of 125/250cc AMA Supercross Series action from the TransWorld Dome in St. Louis, Missouri. 50 minutes from Fox Video. **$24.95**

(#315G) 1996 Denver Supercross
Final round (#15) of 125/250cc AMA Supercross Series action from Mile High Stadium in Denver, Colorado. 50 minutes from Fox Video. **$24.95**

(#325B) Airtime - Thrills of Supercross
A review of each round of the 1992 AMA Camel Supercross series as Jeff Stanton, Damon Bradshaw, Guy Cooper, Jeff Matiasevich, Jeff Ward and the rest go for the gold. 60 minutes from Motovideo. **$24.95**

(#325C) All Crossed Up
This review of the entire 1993 Supercross season sees the emergence of Jeremy McGrath as "the greatest Supercross rookie sensation" in history. Trying to achieve his own personal record, Guy Cooper tries all season for his first AMA Supercross win in his farewell tour of the series. 1993 also marks the final year for Damon Bradshaw, as he turns in his early retirement. 60 minutes from Motovideo. **$24.95**

(#325E) Lightning Strikes Twice
A review of all 15 Coors Light Challenge rounds of the 1994 AMA Supercross Series as Jeremy McGrath steamrolled the 250cc class on the way to his second consecutive title. Also includes highlights of Eastern and Western 125cc rounds. 60 minutes from Motovideo. **$24.95**

(#325F) Supermac Attack
From Orlando to Las Vegas, follow Jeremy McGrath as he collects his third consecutive AMA-sanctioned U.S. Supercross Series championship. Includes highlights of 14 rounds with behind the scenes profiles on how it all happens. 60 minutes from Motovideo. **$29.95**

TOURING AND ROAD RIDING

(#106A) 50 Years of Daytona
400,000 enthusiasts descended on Daytona for the 1991 50th anniversary of Bike Week. See the "Main Street" & Harley scene from the biggest year ever. 60 minutes produced by Panacom from Progressive Design. **$22.95**

(#213) The Roads of Colorado
Actual footage of selected roads and points of interest throughout Colorado. This video makes an ideal tool for anyone planning a motorcycle trip through the Rockies. 90 minutes from L&M Productions. **$29.95**

(#220) Redline America
Enjoy a sport-touring rider's-eye view discovering the United States best motorcycling roads. See the Blue Ridge Parkway, Kodachrome Basin, Death Valley/Mt. Whitney, Yosemite, California's Highway 1 and 130, Washington Cascade 20, Needles Highway Route 87, the Badlands of South Dakota, and more. 40 minutes from Redline America Video. **$34.95**

ROAD RACING

(#78A) 1989 Bike GP Compilation
A review of the '89 FIM GP Road Racing season worldwide, as Lawson leads fellow Americans Rainey and Schwantz to sweep 13 US wins in 15 rounds. From Powersports Video. **$39.95**

(#78B) Rainey Days: 1990 GP Review
Follow Wayne Rainey's march to the title, from Suzuka to Phillip Island in this 105-minute blockbuster of an annual review. Probably the best Bike GP Review ever! From Motovideo. **$24.95**

(#78C) '91 GP Review: Another Rainey Day
Wayne Rainey dominates the GP Series for his 2nd consecutive World Championship. Excellent summary coverage from each circuit. 105 minutes from GP Video. **$24.95**

(#78D) 1992 GP Review
Wayne Rainey becomes the first rider since Kenny Roberts to win a third-consecutive 500cc GP World Championship as he assumes the title again in this review of the 1992 500cc GP Series. 3 hours from Duke Video USA. **$49.95**

(#78E) 1993 GP Review
A complete 3-hour video detailing the entire 1993 FIM 500cc Grand Prix Road Racing Series. Follow the triumph and heartbreak of the season with the top GP players including Mick Doohan's amazing comeback, Kocinski's triumphant return to the premiere 500 class, Wayne Rainey's triumph and tragedy, and the crowning of Kevin Schwantz for his first-ever World Championship. All 14 rounds are here - don't miss this great season review. 180 minutes from Duke Video USA. **$44.95**

(#78F) 1994 500cc GP Review
3 hours of terrific 500cc GP action in a memorable season of tough, exciting and dramatic racing. All 14 rounds are covered with extensive camera footage filmed from the air, the track, and on-bike with the top riders. 180 minutes from Duke Video USA. **$49.95**

(#78G) 1995 500cc GP Review
A battler from Brisbane becomes the most successful Australian rider of all time, a Texan hero bids a sad farewell to GP racing, a Superbike sensation from Georgia makes his 500 GP debut...see all the drama and outstanding performances in this official round-up of all 13 rounds of the '95 500cc GP season. 180 minutes from Duke Video USA. **$49.95**

(#79F) 1994 125/250cc GP Review
Watch all the 1994 250cc GP highlights in 90 sensational minutes plus the best of the 125s in 30 minutes, all in one brilliant tape; 120 minutes from Duke Video USA. **$39.95**

(#79G) 1995 125/250cc GP Review
2 hours of close-fought World Championship road racing featuring all the 250cc rounds and the best action from the 125's. Biaggi defends his crown against Harada & Waldmann while teenage star Aoki holds off Perugini, Sakata & the rest in the 125's. Includes plenty of on-bike camera footage. 120 minutes from Duke Video USA. **$34.95**

(#9) U.S. Grand Prix 1988
Real Grand Prix road racing for the World Championship revives in America as Steady Eddie Lawson and Fast Jimmy Filice beat the best at Laguna Seca. From Powersports Video. **$33.95**

(#81A) '90 Laguna Seca US Grand Prix
Rainey and Schwantz race clear of a crash-filled field featuring Lawson, Mamola, Gardner, Chili and Magee. 250cc action also included. 52 minutes from GP Video. **$33.95**

(#81B) '91 Laguna Seca US Grand Prix
Different from the NBC/ESPN broadcasts, this video includes complete coverage & commentary of 500 & 250 classes, sidecars too. 52 minutes from GP Video. **$14.95**

(#81D) '93 Laguna Seca US Grand Prix
John Kocinski raced the factory Cagiva to glory over Lucky Strike Suzuki's Alex Barros and Marlboro Roberts Yamaha's Luca Cadalora, confirming a straight flush of five American 500cc GP class winners at the California circuit. 55 minutes from Motovideo. **$14.95**

(#407B) 1995 Laguna Seca WSB
Round #7 featuring two legs of WSB Series action as the Aussies rule, and the American homeboys impress at Laguna Seca. 55 minutes from Duke Video USA. **$24.95**

(#41) Bike Experience
Race with Wayne Gardner as you crouch over the handlebars of a 200 mph Grand Prix Honda in actual race conditions! 60 minutes. From Powersports Video. **$34.95**

(#94C) 1992 Isle of Man TT
Fabulous racing in fabulous weather, a host of lap and race records and all the best action on and off the track are captured in this full length video review of TT '92. 115 minutes from Duke Video USA. **$42.95**

(#94D) 1993 Isle of Man TT
This action-packed video follows the champions of the Isle of Man on this 86th running of the TT. Unsurpassed race footage plus on-board cameras on bikes and sidecars put you in the hot seat! For the first time, we show on-screen RPM & speed data from one of the leading RVF Hondas. 100 minutes from Duke Video USA. **$42.95**

(#94E) 1994 Isle of Man TT
"The 11th Milestone"-Hundreds of entries from 19 countries, thousands of fans gathering on the Isle of Man from all corners of the globe, record-breaking race action - you'll see it all in this long-version 120 minute tape from Duke Video USA. **$42.95**

(#94F) 1995 Isle of Man TT
Record-breaking action from the road racing capital of the world on the official video of the Isle of Man TT. 72 minutes from Duke Video USA. **$34.95**

(#94G) 1996 Isle of Man TT
Joey Dunlop dominates in this official long-version video of the venerable Isle of Man TT. Featuring fantastic on-bike camera action as the racers take you around the island. 120 minutes from Duke Video USA. **$37.95**

(#93) Mad Sunday: The Fans' TT
Top class road racing might be one good reason to visit the Isle of Man TT, but it sure isn't the only one. Even if you're never lucky enough to experience the fans' TT for real, it's all here: "everything else" you'll ever see besides the racing on the weekend of Mad Sunday. 60 minutes from Duke Video USA. **$34.95**

(#76) Rainey's Year - The Inside Story
Triple World Champion Wayne Rainey recalls the challenges, memorable moments and dramas of his 1992 season. From preseason testing to relaxing at his new California home after the final race, this video traces every stage of his difficult year. 75 minutes from Duke Video USA. **$34.95**

(#103A) Kevin Schwantz - World Champion
The terrific Texan finally acheived his goal in '93 after a tough season of highs and lows. Follow Kevin's rise to the World Championship title, and go behind the scenes with the champ, his family and the Suzuki team for an in-depth look at what makes Kevin Schwantz tick. 60 minutes from Duke Video USA. **$29.95**

(#103B) Schwantz: GP Year '94
A Grand Prix diary of the world's most exciting GP rider: The drama of this most heroic of all seasons is here, along with the lighter moments as Schwantz enjoys himself as a spectator at the Tour de France, hangs his leathers on the wall of the Hard Rock Cafe and woos the daughter of Argentina's president with a gift of 1,000 roses. 70 minutes from Duke Video USA. **$34.95**

(#115) Cutting Edge Bikes
Join Mat Oxley as he tests the best of the '94 GP bikes, including Doohan's Honda NSR500, Biaggi's 250cc Aprilia, and Sakata's 125cc Aprilia. This video provides a behind the scenes look at the leading edge of motorcycle racing and development. 72 minutes from Duke Video USA. **$34.95**

(#137) 1991 Daytona 200
Enjoy a race that lived up to its billing and provided a fitting 50th birthday celebration for the most famous event in American motorcycle racing history. 60 minutes from Motovideo. **$29.95**

(#137A) 1992 Daytona 200
Enjoy the drama as Scott Russell and Doug Polen duel to a photo-finish in one of the most exciting Daytona finishes in history. 60 minutes from Duke Video USA. **$19.95**

(#125) Hogs Wild!
A review of the 1992 U.S. Harley-Davidson TwinSports Championship as Scott Zampach and Mike Hale duel to the finish for the series title. 56 minutes from Duke Video USA. **$34.95**

(#248) 1992 AMA Superbike Series Review
Follow the '92 AMA Superbike Series from start to finish as Doug Polen and Scott Russell force a Ducati vs. Kawasaki showdown for the title. 55 minutes from Duke Video USA. **$34.95**

(#248A) 1994 AMA Superbike Series Review
Troy Corser, Jamie James, Colin Edwards, Fred Merkel and the rest fight to the finish line in this highlight video of the '94 U.S. Superbike Series. 40 minutes from Motovideo. **$24.95**

(#248B) 1995 AMA Superbike Series Review
With all the familiar top names (Corser, Edwards and Russell) returning to the WSB wars after the first AMA round at Daytona, the Smokin' Joe's dynamic duo of Mike Hale and Miguel DuHamel stormed their way through the rest of America to return the U.S. Superbike Series title back to the Honda mantle. You'll see highlights from each round in this 47-minute show from Motovideo. **$24.95**

(#400A) 1994 World Superbike Series Review
Follow the highlights of each round of the '94 WSB Series as Ducati's Carl Fogarty takes his Ducati down to the wire for the World Championship against defending champion Scott Russell after a season-long battle. 60 minutes from Motovideo. **$24.95**

(#400B) 1995 World Superbike Series Review
In '95, Carl Fogarty went one better and rewarded his loyal British fans by storming through his second successful WSB Championship on the big Ducati 916. Highlights from all 12 rounds from Hockenheim to Phillip Island, highlighted by interviews with top riders, on-screen graphics, championship positions and behind the scenes footage. 180 minutes from Duke Video USA. **$39.95**

(#16A) Fast Riding the Roberts Way
A unique and fascinating insight into the Kenny Roberts Training Camp in Barcelona, Spain. Watch the King in action again as he and Randy Mamola put the school's first pupils through their paces and shows you how to get the most out of your sport and road race bikes. 65 minutes from Duke Video USA. **$34.95**

TRIALS

(#75) 1995 World Trials Review
Is there no stopping Jordi Tarres? Right from the start of the season the Spanish trials phenomenon continued the roll which had already brought him his record-breaking 6th world title. This comprehensive review of all 10 rounds features a superlative display of concentration, incredible agility and awe inspiring entertainment. 60 minutes from Duke Video USA. **$34.95**

(#27) This is Motorcycle Trials
Top trials riders Steve Colley and Sammy Miller explain and demonstrate the art of trials riding, from basic principles to winning techniques. This video also covers the development of trials bikes and the sport over the last 40 years. 60 minutes from Duke Video USA. **$32.95**

(#27A) This is Advanced Motorcycle Trials
Join top international trials competitor Steve Colley on his home training ground in the rugged Isle of Man for this highly entertaining step-by-step guide to advanced trials techniques. 62 minutes from Duke Video USA. **$34.95**

SPEEDWAY

(#45E) 1995 U.S. Speedway National Championship
In a one-night, winner-take-all format, for the 26th consecutive year, the top 16 speedway racers from around the United States meet at Orange County Fairgrounds in Costa Mesa, California. Bruce Flanders, Terry Clanton and Margo King call the action, with 6-camera locations on this exciting race. 60 minutes from RAZ Video. **$29.95**

DIRT TRACK

(#51) Scott Parker - Champion
From the 130-mph dirt track battlefields to the hot tub behind his house in Michigan, you'll travel with the champ en route to his third straight title, and get to know the man behind the Number One plate. 60 minutes from Motovideo. **$34.95**

(#182) Smooth Moves
A review of the 1990 Camel Pro Series Championship, as Scott Parker and Chris Carr dueled all year for the title. 60 minutes from Motovideo. **$34.95**

VINTAGE

(#19) Barry Sheene - Champion
Barry Sheene was arguably Britain's most famous 2-wheeled star. Sheene combined great ability on a motorcycle with a strong cockney character to become Britain's first motorcycle TV personality. This video profiles his career and lifestyle, including his 500cc World Championships and 750cc World Championship. 65 minutes from Duke Video USA. **$29.95**

(#20) Golden Mountain
1961 Isle of Man TT race features Mike Hailwood on the 250 Honda and the Manx Norton, and again in the 1963 Senior 500cc TT. Shows how the sport progressed in just two years. 52 minutes from Duke Video. **$32.95**

(#43) TT Tribute
Featuring Mike the Bike Hailwood on the ill-handling 500 Honda-4 dicing with Giacomo Agostini on the MV in the 1967 Isle of Man TT - classic racing at its best. 69 minutes from Duke Video USA. **$34.95**

(#118) Enduring Memories
Original narrated footage of classic enduro competitions, including the 1962 & 1964 Jack Pine Enduro, and the 1959 Greenhorn Enduro. This video illustrates how much the bikes changed the sport in just five years. 45 minutes from Motovideo. **$34.95**

(#15) Mike Hailwood - Champion
Follow Hailwood's outstanding career from winning 3 TT's in 1961 at the age of 21, through 9 World Championship victories in the 60's with MV Agusta & Honda, to his amazing return to racing in the late 70's on Ducati, Yamaha & Suzuki machines. 60 min. from Duke Video USA. **$34.95**

(#16) Kenny Roberts - Champion
This video traces Kenny Roberts' outstanding racing career from the American dirt tracks to his debut and eventual domination of GP road racing in Europe. Kenny discusses the high & low points of his GP career and talks about his new life running a GP team. 69 minutes from Duke Video USA. **$34.95**

(#42) Classic Racer Experience
Join Team Obsolete's Dave Roper as they provide a rider's-eye view of racing their 1962 Matchless G50 during the '92 Manx Grand Prix around the Isle of Man TT circuit. 30 minutes from Duke Video USA. **$29.95**

(#8) Castrol History of Motorcycle Racing
This 3-tape/volume collector's set traces the definitive history of motorcycle racing from its earliest roots in Europe to today; Volume 1: How It All Began & the TT; Volume 2: Birth of the Grand Prix & The Japanese Arrival; Volume 3: The Other Champions & Pressure, Money and the Need to Win; total 192 minutes from Duke Video USA. **$80.00**

(#44) Multi-Cylinder Magic
One of the magical memories of motorcycle racing in the 60's and 70's is undoubtedly the throaty music of multi-cylinder machines - a sound rarely heard on Europe's racetracks in the Nineties. Join us for over an hour of colorful aural and visual nostalgia as we relive the special magic of multi-cylinder motorcycles - and the men who made them famous. 70 minutes from Duke Video USA. **$34.95**

ENDURO & DUAL SPORT

(#28) Ride Like the Wind
Five different great off-road adventures: Follow Stephane Peterhansel as he wins some of the great motorcycle rally races worldwide, and join Yamaha's "Spirit of Adventure" riders on tours through Australia, Baja, and Utah. 93 minutes from Duke Video USA. **$34.95**

(#77) 1989 International 6-Day Enduro
The 64th Annual ISDE from Walidum, West Germany. 60 minutes from Powersports Video. **$34.95**

(#95) Paris To Dakar 1989
For 21 days, 241 bikes, cars and trucks raced and struggled to complete the formidable transcontinental "raid". See all the highlights from the ground and the helicopter cameras in this toughest race of all. 60 minutes. From Powersports Video. **$34.95**

(#110C) 1993 Blackwater 100
This special extended-length Blackwater video brings you all the mud bogs, river crossings, and difficult mountainous terrain on the infamous Blackwater 100. Narrated by Larry Maiers. 77 minutes from Motovideo. **$24.95**

(#190) 1993 LA to Barstow to Vegas
Join over 400 riders in the biggest dual sport classic of the year. Enjoy this legendary trail ride on Thanksgiving weekend 1993 as they ride from Los Angeles (Colton), California on Saturday, and continue from Barstow to Las Vegas on Sunday. If you rode this event, you're probably on this video! 110 minutes from After Images Video. **$34.95**

(#210A) 1994 Colorado 500
Join celebrities such as Malcom Smith & Wally Dallenbach for this famous 1000-mile trail ride through Colorado's small towns and Rocky Mountains in late summer '94. 90 minutes from L&M Productions. **$29.95**
(#210B) 1995 Colorado 500
A review of some of the highlights of the first 20 years of the Colorado 500, along with a look at the 1995 ride, covering 800 miles of beautiful Rocky Mountain trail riding scenery. 90 minutes from L&M Productions. **$29.95**

(#211) 1994 Cycle News Loretta Lynn DS Ride
Get in on the springtime fun at this round of the '94 AMA National Trail Ride Series at the scenic Loretta Lynn's Dude Ranch in Hurricane Mills, Tennessee. 60 minutes from Kern Video Productions. **$29.95**

(#212) The Trails of Colorado MC Trail Guide
Highlights of 18 different trail systems throughout Colorado. Excellent primer for trail riding and dual sporting in the Colorado Rockies. 90 minutes from L&M Productions. **$29.95**

VIDEO MAGAZINES

(#11) Rick Johnson - Profile of a Champion
By John Bradley Entertainment. 78 minutes all about your favorite "Bad Boy." From Motovideo. **$24.95**

(#26) Dangerous Damon Huffman
Meet Damon Huffman at the crossroads of his career as he moves from Suzuki to Kawasaki, and see why he has been tagged as one of the most promising young racers to come through the ranks in years. You'll see Damon at Washougal for a private practice day, and interviews provide insight into this bright young star. 45 minutes from Motovideo. **$34.95**

(#60B) MX-Posed: Volume #1 & #2
Volume #1 is 47 minutes, includes Project FMF RM125 hop-up, Damon Huffman profile, OpTak on-bike MX computer, a look inside Noleen Racing, and training tips from Jeff Spencer. Volume #2 is 47 minutes, profiles Rick Johnson, Damon Bradshaw, Steve Lamson, shows suspension set-up, and more. Both tapes from EPI (while supplies last), one low price.**$14.95**

(#70) Jeremy McGrath: Winning Can Be Fun!
Jeremy's positive lifestyle, combined with the love and encouragement of his family, exemplify what it takes to go after the checkered flag and be a winner...at the race track and in life. All-new footage filmed in 1995; 30 minutes from Musical Pictures Video. **$24.95**

(#25) Coop: The Guy Cooper Story
The amazing saga of America's most infamous MX racing star. From his humble beginnings to his magnificent racing career, this show will take you on an emotional roller coaster. 45 minutes from Motovideo. **$34.95**

(#57) Ride With Roeseler
It's a virtual-reality ride with Team Kawasaki's 10-time Baja 1000 winner Larry Roeseler! Join speedway legend Gene Woods and ESPN2's Jerry Bernardo for a hilarious visit to the Roeseler home, then on to harass National Enduro Champion Ty Davis. Follow Larry Roeseler along on the trails he used to train to win 10 Baja 1000 events. Combine incredible scenery with great helmet-cam footage with an original music soundtrack for the best off-road riding video ever. 45 minutes from Motovideo. **$24.95**

FREESTYLE & CRASHES

(#121) FLY
Check out this spring' 96 release from Fox...featuring Fox stars Jeremy McGrath, Damon Bradshaw, Mike Metzger, Doug Henry, John Dowd, Kevin Windham, and Serge Guidetty, pulling off incredible aerial maneuvers at places like the Paris and Anaheim Supercrosses, Glamis Dunes, Secret Honda Test Tracks, White Sands, Ocotillo Wells and Gatorback. 35 minutes from Fox Video. Music by Single Gun Theory, Eric B. & Rakim, Sprung Monkey, SNFU, NoFX, and Shelter. 35 minutes from Fox Video. **$29.95**

(#29) The Ultimate Ride
Rider/driver eye views of a wide variety of action and high-risk sports: flying, bobsledding, TT racing on the Isle of Man, rally driving, free-fall parachuting, driving a Lamborghini Diablo, diesel truck racing, karting, hang gliding, power boating, trials riding, skiing, bungee jumping, rollercoasting, and motorcycle GP racing. Features hi-fi sound with "surround sound" effects. 62 minutes from Duke Video USA. **$29.95**

(#63) Motocross Wipeout
Hundreds of gnarly crashes featuring slow-motion replays with a music video format. Footage from motocross and supercross events around the country. 60 minutes from Motovideo. **$24.95**

(#66A) Crash and Burn III
The third in the series from Motovideo, featuring 30 minutes of crashes from Supercross, Enduro, and Motocross. **$24.95**

(#147B) Mud, Sweat & Gears
Wall to wall action with flying mud, endos, loop-outs, and crashes. Footage from Ohio's Treaty City Peace Pipe Enduro shows it's a worthy successor to the gone-but-not-forgotten Blackwater 100. 60 minutes from Motovideo. **$24.95**

(176A) Crash Impact II
Over 100 crashes & spectacular mishaps in a dozen categories of motorsports. 55 minutes from Powersports Video. **$24.95**

(#179A) Bike Wars
The most memorable moments of mayhem including Harleys, Superbikes, Dirt Track, Isle of Man, Hillclimb, Blackwater, Pro MX and more. 60 minutes from Powersports Video. **$29.95**

(#120) Terrafirma
The original big air freestyle Fox video featuring wild antics by Doug Henry, Ezra Lusk, Robbie Reynard, Ricky Carmichael, Travis Pastrana, James Stewart, and the King of Rock n' Roll. Soundtrack by Pennywise, Alice in Chains, Lucy's Fur Coat, Future Sounds of London and Soundbox. 35 minutes from Fox Video. **$24.95**

(#120A) Terrafirma2
Incredible footage of Jeremy McGrath, Doug Henry, Steve Lamson, Robbie Reynard, Mike Metzger, John Dowd, Ezra Lusk, Ricky Carmichael, Pedro Gonzalez, and the late Donny Schmit. Soundtrack by Mad Season, Face to Face, Corrosion, Pennywise, and Sprung Monkey. 45 minutes from Fox Video. **$29.95**

(#62) WhatUp!
The new generation video from Full Throttle Production that brings out insane aerial maneuvers by featured riders Ty Davis, Jeff Emig, Damon Bradshaw, Mike Craig, Damon Huffman, Ryan Hughes, Kyle Lewis, Phil Lawrence, Marty Smith, Rich Taylor, Ray Sommo, Nathan Fletcher, and introducing "Turtle." Original soundtrack by Royal Crown Review, Crux, Voo Doo Glow Skulls, MXPX, No Fun At All, Malfunction, Youth Brigade, NO FX, Pennywise, and Rancid. 30 minutes from Motovideo. **$29.95**

INSTRUCTIONAL AND TECHNICAL

(#13) Riding Motocross - Glover Style!
Six-time National MX Champ takes you to his secret tracks and shows you how to master the art. 60 minutes from Motovideo. **$24.95**

(#21) Fundamentals of Off-Road Riding
Dick Burleson covers suspension setup and fundamental riding technique. 42 minutes from Thumper Racing. **$38.95**

(#22) Advanced Techniques of Off-Road Riding
Dick Burleson explains advanced motorcycle setup and riding techniques for challenging terrain and obstacles. 26 minutes from Thumper Racing. $33.95

(#23) Practical Tire Changing
Dick Burleson shows how to make short work of changing off-road motorcycle tires, both with tubes and the popular bib mousse insert. 23 minutes from Thumper Racing. **$23.95**

(#30) Cartridge Fork Service & Tuning
Dirt Rider Magazine's tech editor Eric Gorr shows you how to do comprehensive service and tuning on Kayaba and Showa cartridge forks. Applicable to dirt and street bikes. Includes bonus 10-page manual. 95 minutes from Forward Motion Video. **$35.95**

(#31) 2-Stroke Engine Design & Tuning
Dirt Rider magazine's Eric Gorr demonstrates how to use TSR computer programs to design cylinder porting, combustion chambers and pipes. Learn how to use porting tools and a lathe to machine engine parts. Includes bonus 30-page manual. 120 minutes from Forward Motion Video. **$45.95**

(#32) Two-Stroke Engine Rebuilding
Eric Gorr demonstrates how to rebuild the lower end of 2-stroke dirt bike engines. Learn techniques for transmission diagnostics & repair, plus handy tips for installing crankshafts & bearings. Supplemental manual included. 75 minutes from Forward Motion Video. **$34.95**

(#33) Rear Shock Service and Tuning
This video service manual by Eric Gorr is geared toward Kayaba and Showa single rear shocks used on many modern off-road and sport bikes. Learn everything from routine service to trouble-shooting and revalving. Supplemental manual features many helpful tech article reprints plus a guide to parts sources. 75 minutes from Forward Motion Video. **$34.95**

(#34) 4-Stk Performance Tuning & Maintenance
Eric Gorr demonstrates engine rebuilding and performance tuning for Japanese 4-cylinder 16-valve street bike engines. Highlights include computer-based tuning software, flow testing, and porting techniques. 160 minutes from Forward Motion Video. **$44.95**

(#35) Gary Semics MX Techniques #1
Covers all the important techniques & shows how to practice them. Shows top pros using these techniques in race action. Slow motion and stop action make it easy to see and understand. 33 minutes from Gary Semics Video. **$32.95**

(#36) Gary Semics MX Techniques #2
More advanced than "Tape #1," expands & describes in more detail all the important techniques & fundamentals. Also shows what it takes to reach the top. 65 minutes from Gary Semics Video. **$42.95**

(#37) Gary Semics MX Techniques #3: Jumping & Whoops
Shows how to practice & master all aspects of jumping & whoops. Teaches approach speed, rear brake control, compression & rebound, clutch & throttle control, body movement, and foot placement. 40 minutes from Gary Semics Video. **$42.95**

(#38) Gary Semics MX Techniques #4: The Difference Between Amateurs & Pros
Jeremy McGrath's personal trainer, Gary Semics, uses his new 4-step video process to teach you the not-always-obvious differences between the very best riders on the track - and everyone else. Featuring footage shot in early '96, you'll see where Jeremy and other top riders train during the winter. Whether you plan to make MX a fun hobby, or become a full-on pro, the main objective of this video is to make you a better rider. 60 minutes from Gary Semic Video. **$42.95**

(#101) Mental Edge
Race Tech's Paul Thede explains why and how to condition your mind to become a faster off-road and motocross rider by "learning how to learn." 23 minutes from Race Tech. **$41.95**

(#108) A Twist of the Wrist
The definitive road riding & racing instructional video by Keith Code of the California Superbike School. This video translates the book into 14 sections to make you visualize with crystal-clear understanding the art of pavement technique. 107 minutes from Motovideo. **$44.95**

MOVIES

(#138) Easy Rider
This is the classic youth film of the 1960's which reflected the attitudes and longings of an entire generation. Two motorcyclists (Peter Fonda and Dennis Hopper) embark on a coast-to-coast odyssey in search of the real America. 94 minutes from Progressive Design. **$37.95**

(#139) The Wild One
What's Johnny rebelling against? "What have you got," he sneers as an angry young Marlon Brando scorches the screen in this powerful '50s cult classic. 79 minutes from Progressive Design. **$37.95**

(#140) On Any Sunday
Bruce Brown's classic 1971 film which covers virtually every form of motorcycle competition from the AMA's Grand National Tour to Motocross; Desert Racing to Ice Racing; the ISDT to the Widowmaker Hillclimb; the Bonnneville Salt Flats to the Elsinore Grand Prix- 90 minutes from KWB Marketing Group. **$44.95**

(#181) Heavy Duty: 90 Years w/ H-D
An all-around look at the H-D mystique, from the 90th anniversary celebration in Milwaukee to Sturgis and Daytona; a look at the various big twin designs, a tour of the Milwaukee factory, custom built Harleys and racing, too...Harley drag racing, dirt track and road racing, including some spectacular crashes. 70 minutes from Duke Video USA. **$32.95**

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Round 8: Brownsville GNCC

Two times a charm for Summers

(Left) Steve Hatch (10) grabs the holeshot ahead of Fred Andrews (3), Scott Plessinger (1) and eventual winner Scott Summers (2). Andrews finished second, while Hatch ended up fifth.
(Below) The win was Summer's fifth of the eight races run thus far.
(Opposite page) Andrews (3) was leading late in the race before suffering a crash that let Summers (2) motor by him.

By Davey Coombs

BROWNSVILLE, PA, JULY 7

For the second time in the 1996 AMA 1996 AMA Wiseco/Yamaha/Dunlop/Acerbis/Answer/Braking Grand National Cross Country Series, American Honda's Scott Summers won the Brownsville GNCC in southwestern Pennsylvania. And unlike last time, when Summers edged defending series champion Scott Plessinger by just inches, the Honda pilot had a little more to spare over Team Yamaha's Fred Andrews and Plessinger. Summers bettered Andrews by 28 seconds, while Plessinger checked in another minute and a half later.

"I kept seeing Plessinger behind me, so I knew that there were only a couple of guys ahead of me," said Summers. "That kept me motivated all day long. The guys up front slowly started making mistakes, and the last guy left was Fred. His mistake came on the last lap, and I was right there to capitalize."

Rounding out the top five overall were Duane Conner, of the SCR Yamaha team, and Suzuki's Steve Hatch, the current GNCC Series points leader.

The first Brownsville race was held back in the spring, but a Noah-sized thunderstorm wiped out the race halfway through. Summers beat KTM's Plessinger by less than a bike length for his fourth win in the first five rounds of the 12-race series. The event was such a muddy mess that series organizers had to cancel the following quadcycle race and decided to reschedule the entire event, including the bike race. Because the first Brownsville results still counted, what the series organizers did was effectively add a 13th round. And any rider who made two laps (half of what the overall leaders made) got to enter the second race for half price. Those making just one lap received free entry the second time around.

Summers' second Brownsville win of 1996 was also his fifth win in eight rounds to date. Although Hatch is the de facto points leader with 144 points to Summers' 131, the Honda rider has the upper hand in the long-term standings due to the fact that only a rider's best eight scores count towards the final tally. If Summers can keep up his winning pace through the last five rounds of the series, he could conceivably finish with eight race wins.

This Brownsville run was a sharp contrast from the first one in that the skies were mostly clear with only a whisper of rain toward the end of the post-July Fourth weekend. The course was again laced through the community's Luzerne Park and measured just over seven miles of sometimes tight woods, sometimes fast fields, and a woods-rider-friendly motocross section. Lap times hovered around the 22-minute mark, and a total of more than 250 riders attended the event.

To absolutely no one's surprise Suzuki's Steve Hatch grabbed the holeshot from the first row of dead-engine Pro-class riders and started out through the motocross section as the leader. The normal jockeying for position took place over the course of the next 20 minutes as the leaders checked out the trail on the first of what would turn out to be eight laps. At the first scoring stop Hatch was still the leader on his Moose/Bieffe/FMF/Trelleborg-backed Suzuki, leading Andrews by a few bike lengths, then Summers, Conner, Plessinger, SCR's Doug Blackwell and AYR Yamaha-mounted Brian Keegan.

Hatch would lead on and off for the first half of the race even though he crashed a few times in the early going.

"Hatch was going really fast - maybe too fast," said Andrews. "He was pulling away on the first lap, but I did my best to follow him because he had some really good lines. Each time I caught up to him he would just pull away again, but then my arms started to pump up and I slowed down. That gave him a chance to slow down as well. Summers was catching both of us after a while, so I figured it was time to get going. My arms were better, so I took him on the motocross track."

"I had a really good start and Fred and I were running together, but then I jumped too far off this drop-off and when I landed, I kicked on something and went straight over the bars and landed on my head," said Hatch. "It knocked me a little silly and hurt my knee again. Plan B went into effect right then and there and I just started thinking about getting some points."

Summers followed Andrews around Hatch a short time later and went after Andrews as the lappers grew thicker while the race was winding down.

"Scott's bike is so loud people move over for him - it's like they think it's an ambulance coming through!" joked Andrews. "We have a disadvantage that way, but then again, if he's fast enough to catch and lap, he's doing something right on that bike."

As they started the last lap, Andrews had a cushion of 13 seconds over Summers and appeared ready to take his first win of the 1996 series. Plessinger was another 20 seconds behind Summers, while Conner was completely out of contention at a deficit of two minutes.

"I kept seeing Fred in the woods and I could see that he was only five or six seconds ahead of me a little ways into the last lap," said Summers. "I knew I needed to keep pushing and he finally made a mistake. There was a rutted-out straightaway and he got in there and he must've gotten sideways or something, because when I got to him he was still picking his bike up. He was blocking most of the trail and he actually got going before I passed him, but it must've taken some of the wind out of his sails - I passed him just about an eighth of a mile after that."

"I looked back on the last lap and saw Scott about eight seconds away and I figured, 'Okay, I got this one,' but then I caught some lappers and made a mistake," said Andrews. "I didn't have anywhere to go and when we got to the straightway he went to the right and I went to the left, but he hit a rut and bounced right over into me. Down I went! After that Scott was right on me, and I was so nervous and out of breath that I made another mistake and that was it. Summers rode a hell of a race."

With the lead for the first time in the afternoon, Summers pointed his big Honda towards the checkered flag and his fifth overall victory of the series. A frustrated Andrews checked in next, frustrated even though this was his best effort of the series to date. Plessinger led Conner and Hatch at sizable intervals.

"I hit my foot on a stump and it just took a lot out of me," said Plessinger, who many expected to be a favorite today due to his need for points right now. "I just tried to make as many points as I could but those guys were stronger in the end. I just couldn't ride on their pace. I need to regroup and be ready for the final stretch."

Behind fifth-place Hatch rode Washington state KTM rider Jason Dahners, a still-mending-from-injury Brian Keegan, 250cc A-class riders Gene Onail and Barry Hawk Jr., and Suzuki-mounted Ross Benson from New York. CN

Brownsville GNCC
Brownsville, Pennsylvania
Results: July 7, 1996 (Round 8 of 12)

O/A: 1. Scott Summers (Hon); 2. Fred Andrews (Yam); 3. Scott Plessinger (KTM); 4. Duane Conner (Yam); 5. Steve Hatch (Suz); 6. Jason Dahners (KTM); 7. Brian Keegan (Yam); 8. Gene Onail (Kaw); 9. Barry Hawk (Suz); 10. Ross Benson (Suz); 11. Tom Carson (Suz); 12. Jeff Russell (Yam); 13. Scott Luca (KTM); 14. Jim Jarrett (Yam); 15. Heath Bennett (Yam); 16. Rob Bennett (KTM); 17. Todd Morain (Yam); 18. John Bennett (Yam); 19. Jeff Murgel (Kaw); 20. Vance Earl (Yam).

PRO: 1. Scott Summers (Hon); 2. Fred Andrews (Yam); 3. Scott Plessinger (KTM); 4. Duane Conner (Yam); 5. Steve Hatch (Suz).

OPEN A: 1. Jeff Vealey (KTM); 2. Richard Bryan (KTM); 3. John Grimm (Yam); 4. Troy Schlereth (Hon); 5. Don Smith (Hus).

250 A: 1. Gene Onail (Kaw); 2. Barry Hawk (Suz); 3. Ross Benson (Suz); 4. Todd Morain (Yam); 5. Jeff Murgel (Kaw).

200 A: 1. Jim Jarrett (Yam); 2. Heath Bennett (Yam); 3. John Bennett (Yam); 4. Corey Parlin (Yam); 5. Ronald Johnson (Hus).

4-STRK A: 1. John Shaffer (Suz); 2. Ralph Thron (Suz); 3. Thomas Evans (Hon); 4. Don Bohn (Hus); 5. Scott Phillips (Suz).

VET A: 1. Tom Carson (Suz); 2. Jef Russell (Yam); 3. Vance Earl (Yam); 4. James Gunselman (Yam); 5. Jay Deroche (Yam).

SR A: 1. Richard Kresic (Suz); 2. Gallie Ward (Yam); 3. Michael Schwartz (Suz); 4. Jerry Harris (Suz).

S/SR: 1. Wayne Benty (KTM); 2. Albert Chuppa (Yam); 3. David Dehner (Kaw); 4. Joseph Lojak (Yam); 5. Dave Coombs (Yam).

OPEN B: 1. Richard Burbick (KTM); 2. Craig Goenner (KTM); 3. Martin Sprecher (KTM); 4. Benjamin Smith (Hon); 5. Troy Teno (KTM).

250 B: 1. Gregory Gillian (Yam); 2. Rick Lukaesko (Yam); 3. Jim Kelly (Yam); 4. Peter Sebelski (Hon); 5. Brian Guetthoff (Suz).

200 B: 1. David Vancuren (Suz); 2. Isaac Ackels (Kaw); 3. Mac Simms (Yam); 4. Stephen Edmondson (KTM); 5. John Craig (Kaw).

4/STRK B: 1. Ronnie Burnfield (Suz); 2. Bryan Muscavitch (Kaw); 3. Stacey Clark (Hon); 4. Troy Wertz (Hon); 5. Shane Munger (Suz).

VET B: 1. Mark Adkins (KTM); 2. Clark Munger (Suz); 3. Daniel Kendra (Yam); 4. Curtis Baldwin (Yam); 5. Mark Fox (Hon).

SR B: 1. Steven Hashman (KTM); 2. Robin Miller (Yam); 3. Richard May (Yam); 4. Frank Erbe (Yam); 5. Richard Stroud (Yam).

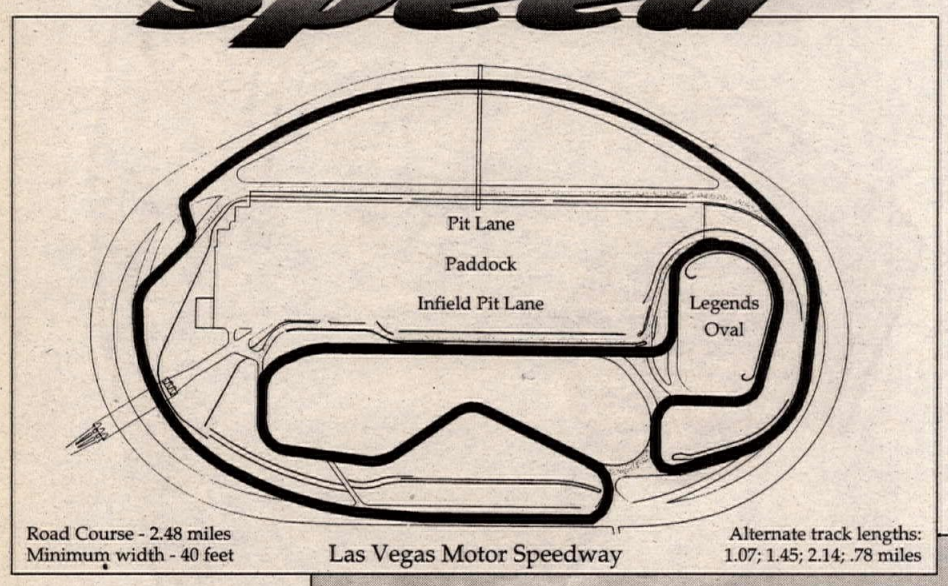
200 C: 1. Justin Conkle (Hus); 2. Jeremy Morris (Kaw); 3. Aaron Johns (Yam); 4. Jeremy Ash (Yam); 5. Mark Good (Suz).

OPEN C: 1. Jonathan Wendell (Suz); 2. Mark Yukevich (Yam); 3. John Wargo (Yam); 4. Ted Stone (KTM); 5. James Paul (Hon).

AMA GNCC SERIES POINT STANDINGS (After 8 of 12 roudns): 1. Steve Hatch (144/2 wins); 2. Scott Summers (131/5); 3. Duane Conner (116); 4. Scott Plessinger (110/1); 5. Randy Hawkins (93); 6. Rodney Smith (83); 7. Fred Andrews (82); 8. Frank Keegan (79); 9. Gene Onail (76); 10. Doug Blackwell (62); 11. Brian Keegan (52); 12. Keith Johnson (42); 13. Daryl Conner (40); 14. Ty Davis (38); 15. Tom Carson (37); 16. Jim Jarrett (37); 17. Tim Shephard (37); 18. Jason Dahners (36); 19. Todd Morain (36); 20. Tom Norton (33).

Upcoming Rounds:
Round 9 - Millfield, Ohio, August 25
Round 10 - Fairmont, West Virginia, September 15

Oasis of speed



By Scott Rousseau

LAS VEGAS, NV, JUNE 26

Head north on Interstate 15 away from the glitz and glamour that is Las Vegas, Nevada, look to the right as you pass Nellis Air Force Base, and you can't miss it. Almost like a mirage, Richie Clyne's vision appears through the searing heat waves that rise up from the floor of the Southern Nevada desert.

But the skeletal structure of the 150 hospitality suites that rise above the massive grandstands of Las Vegas Motor Speedway is no mirage. They signal the coming of something much more permanent, a state-of-the-art mecca of speed to which racers and fans of all forms of motorsports are likely to journey well into the 21st century.

And in his vision, Clyne intends to accommodate them all on the 1500-acre, 24-venue facility, a massive $200 million project that should see completion in plenty of time to host and Indy Racing League event on the facility's 1.5-mile superspeedway on September 14-15. The event is five years in the making, and it will mark the realization of a dream for Clyne, the executive administrator of the Imperial Auto Palace in Las Vegas and one of the world's leading experts in classic and antique automobiles. His current collection is estimated at over $250 million.

It was the IRL that took center stage during the LVMS media introduction on June 26 as several of the series' top Indycar drivers and teams, including 1995 Indianapolis 500 winner Buddy Lazier, four-time Indy winner A.J. Foyt's Copenhagen-backed team and Team Menard, took to the superspeedway during a two-day test session. And it was apparent that Clyne and the LVMS designers had done their homework where it pertains to the superspeedway. After the early morning practice sessions were complete, Menard's driver Mark Dismore had already posted a top speed of 213.532 mph around the 1.5-mile oval. Lazier was not far behind with a 213.464 mph speed.

Clyne may be starting from the top, but the Indycars are just the beginning. For among the main attractions, the facility is also home to an Alan Wilson-designed, 2.48-mile road course and "legends car" pavement short track oval on the infield of the superspeedway, a quarter-mile dragstrip and two dirt tracks: a half-mile clay oval and an outdoor motocross course. Other four-wheeled sanctioning bodies such as NASCAR, NHRA and the World of Outlaws are all gearing up to hold National events at the facility either in late 1996 or during the 1997 racing season.

Motorcycle racing was a major consideration when it came time for Wilson, the former director for the world-renowned Brands Hatch circuit in England and the designer of the recently completed GingerMan Raceway in Michigan, to design the road course within the tight confines of the 1.5-mile superspeedway oval.

"I used to race bikes," Wilson said. "So at least I have a feeling for trying to accommodate their needs. I decided that everything I did I was going to make work for bikes, because if it worked for bikes, then it would work for cars, but not the other way around."

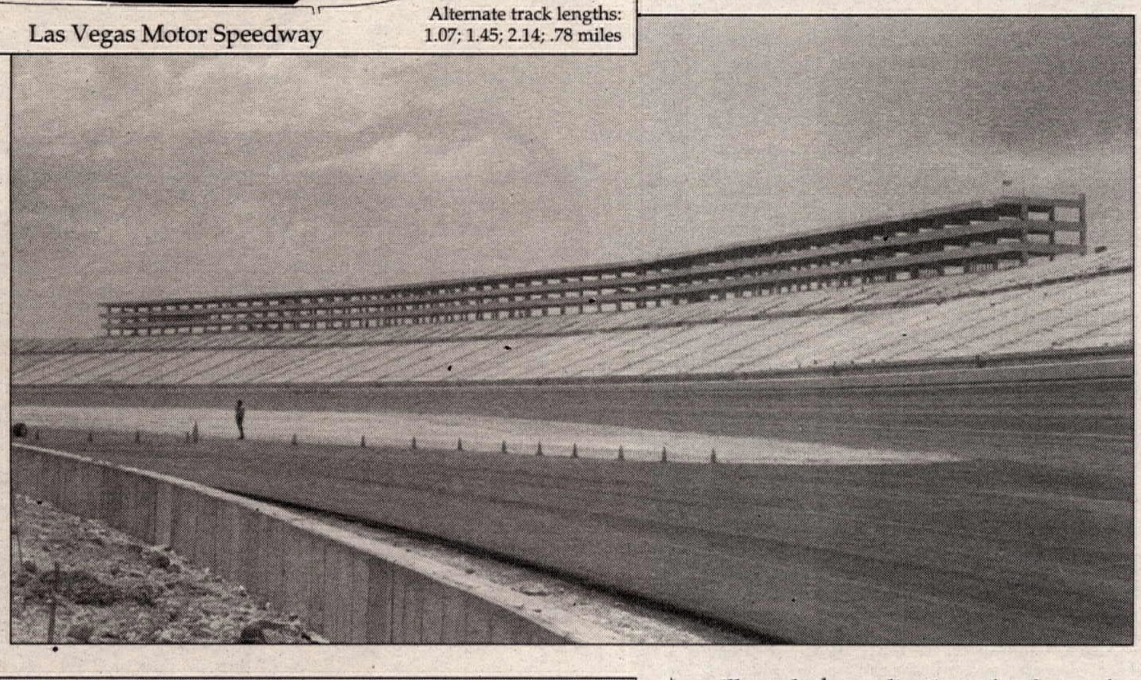
Some of Wilson's goals included designing corners that would minimize the chance of a rider high-siding into barriers, leaving the tighter corners for the slower infield section while using sweepers on the entrance to the superspeedway portions so as to bring the riders onto the oval's 15-degree banking as upright as possible to minimize both tire wear and the chance of a rider striking the outside retaining wall at an acute angle, and getting the track to "flow" while providing "action zones" in the outer portions of the course that will allow spectators to see most of the passing from the main grandstands. Wilson also said that the track design offers enough runoff room virtually everywhere so as to minimize the need for excessive air fencing and other safety barriers, though more than enough will be in place at potential trouble spots to ensure rider safety.

"You will have to ask the people who ride it if we succeeded (with the track design)," Wilson said. "But we sure tried."

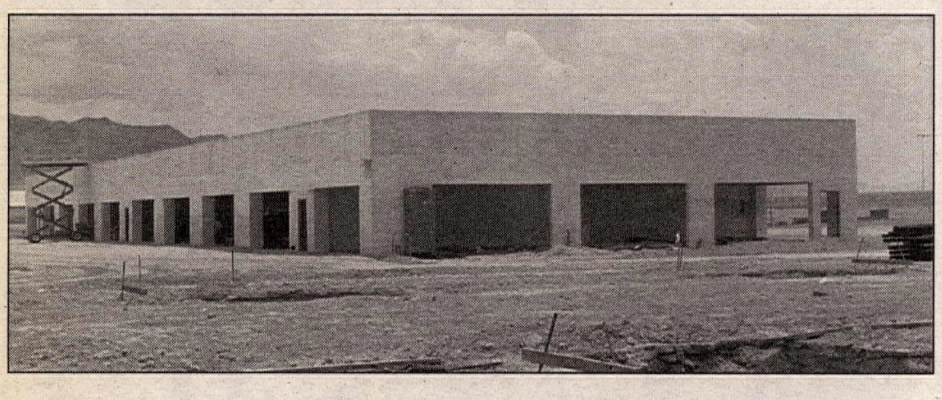
Vance & Hines Yamaha road racer Tom Kipp has was on hand to test the road course on the day prior to the media day and was pleased with the layout.

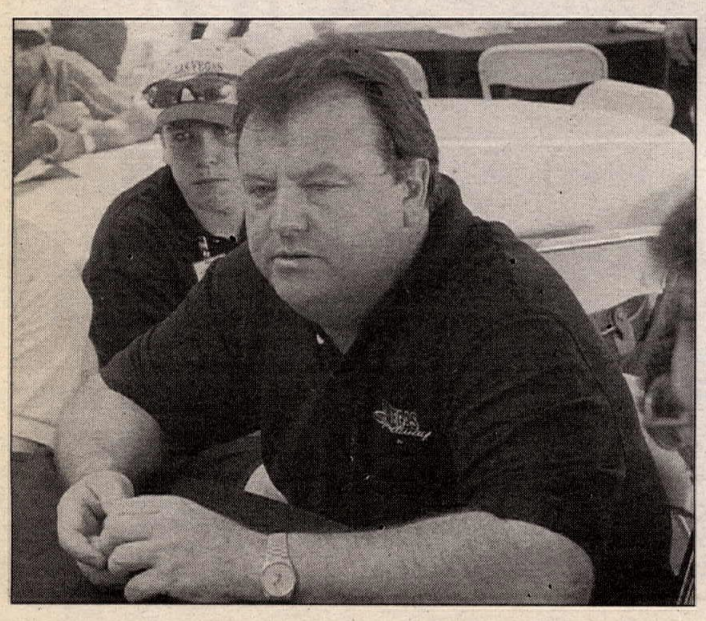
"I talked a lot with the designer, and we worked a lot on curbing and brake markers and barrier placement," Kipp said. "You can tell that the guy really had motorcycles in mind. The track is really unique in that it has two really long, fast left-handers and one not-so-fast right-handers. About the only negative I could say about it is that it will be hard on tires. It's not as fast as I thought it would be, but it's gonna be fun. I think that they did an excellent job of making a real race track out of a superspeedway. A lot of people could screw up making a 2.5-mile road course inside of a two-mile oval. They did a good job."

The road course and the dirt venues are of extreme interest to AMA Pro Racing, which will begin the tradition of



(Above) The shaded area shows the 2.48-mile road course that is contained within the confines of the 1.5-mile superspeedway at Las Vegas Motor Speedway.
(Right) Viewed from the pits, the speedway's 150 VIP suites tower above the main grandstand. Seating capacity for the superspeedway is 102,000.
(Below) Several permanent garage structures will grace the infield, providing plenty of service space for any type of racing.





(Left) Speedway president Richie Clyne is the man with both the vision and the $200 million in private financing that have brought the complex to fruition.
(Below) ESPN television announcer Bob Jenkins opened up the media-day ceremonies and introduced the panel of commentators, which included several top drivers from the Indy Racing League.

National motorcycle competition at LVMS with the staging of the final round of the AMA Superbike Series at the road course on October 4-6.

"On behalf of the AMA and its over 210,000 members, I want to congratulate Richie on a beautiful job," AMA Communications Manager Larry Lawrence said while addressing the crowd of racing teams and sanctioning bodies at the press luncheon on June 26. "I've looked at the complex, and it is amazing, and that's coming from someone who grew up near the Indianapolis Motor Speedway. Besides the superbike event, we're looking at the possibilty of running rounds of our AMA Grand National Championship Series and an outdoor motocross or supercross here. We would like to one day have a super cycle weekend here. We are looking forward to this association."

Association is the name of the game, as far as Clyne is concerned, and it has shown through in Clyne's successful rallying of the community of Las Vegas to get it behind the project, which will bring a projected $1.95 billion in annual revenue to the city - without gaming, which could bump the total an additional $1 billion.

"What we're doing is bringing the community together," Clyne said. "There will be no gaming or hotels on the property. But each section of the grandstand will be named after one of the resorts in town, and the fans who sit in those sections will be able to ride shuttles to and from the resorts."

In addition, Clyne said that operations in and around LVMS will provide an additional 1550 permanent and part-time jobs to the area. It has already meant a boom to the local construction companiestaking part in the project. When finished, an estimated 600,000 tons of concrete will have been poured and 10 million linear feet of steel will have been used in the creation of the facility, which Clyne said is being completed all together rather than in stages.

"We're doing the entire facility at once," Clyne said. "Most of our efforts have been directed toward the superspeedway, but if you drive around the site you will see that we're working on the motocross track, the dragstrip and the dirt oval. By January 1, the entire complex should be completed."

Nor should seating be a problem anywhere on the complex. The superspeedway grandstands at LVMS will have a capacity of 102,000 spectators. The dragstrip and clay oval grandstands will be able to contain 55,000 and 15,000 respectively. Clyne said that the modular grandstands being used will facilitate just about any kind of seating capacity necessary to get the job done.

The race facility will be further enhanced by the addition of a 2.5 million square foot industrial complex, which will provide manufacturing space and race team headquarters. LVMS already has its first tenant, legendary Texas entrepeneur Carroll Shelby of Cobra sports car fame. Shelby is currently moving his entire operation, which includes the tooling for the new generation Cobra as well as Shelby's Goodyear tire distributorship.

ESPN racing announcer Bob Jenkins was on hand at the media day to view the facility and act as master of ceremonies at the press luncheon. Jenkins may have summed up his and most of the attendees' feelings on the new complex with his opening statement.

"I really couldn't believe that there are 24 different race tracks at one facility," Jenkins said. "But I have seen it today. Anytime that you come to Las Vegas, it is a gamble, but this place is clearly a winner." CN

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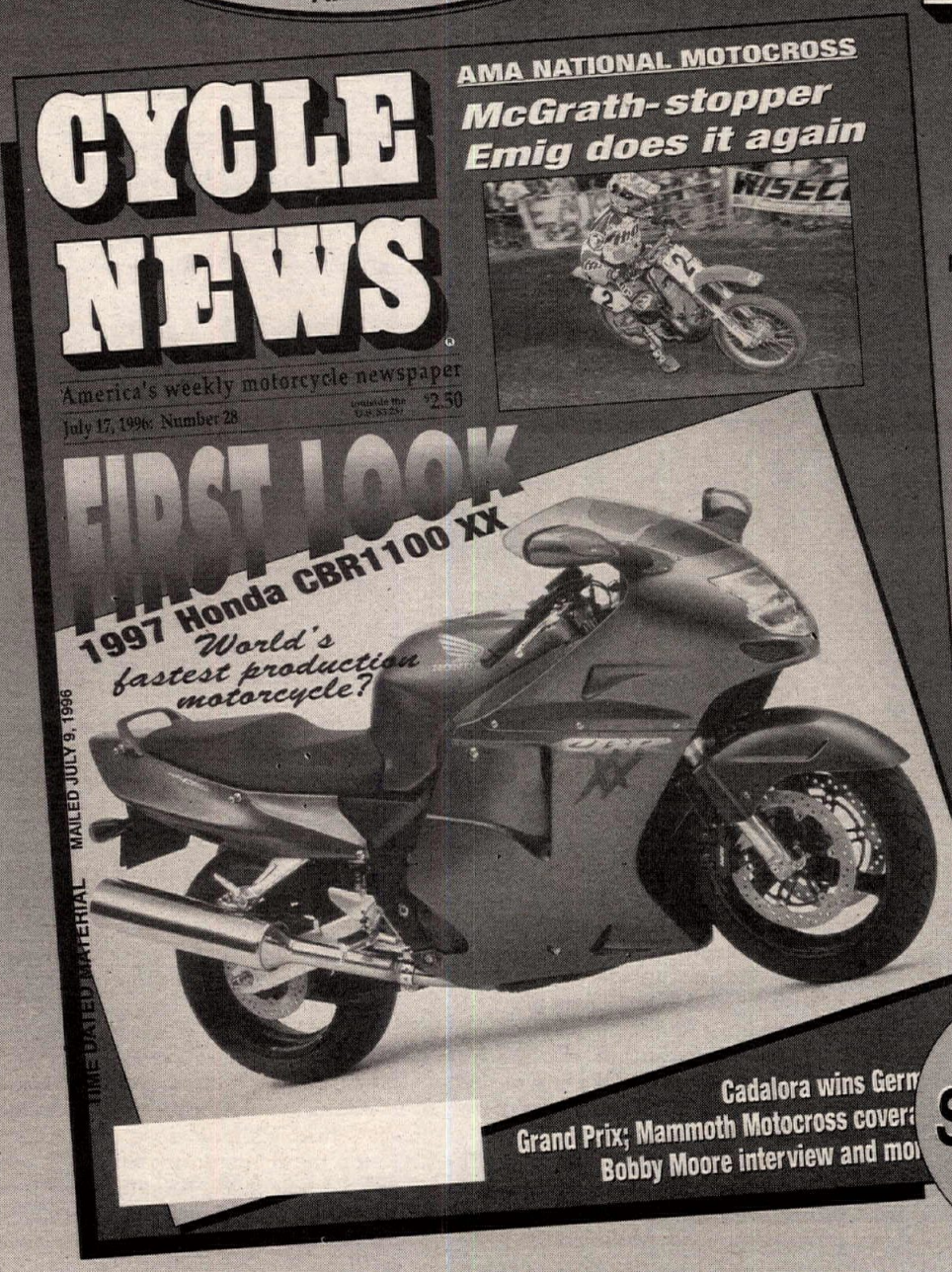

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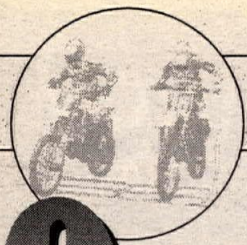

MOTOCROSS
Team Green GFI Youth National

Perris Raceway

One Wey

(Left) Michigan's Nic Wey was the big winner at the Team Green GFI Youth National MX at Perris Raceway. Wey won four classes. (Top) Sean Collier (63) was the 60cc (9-11) class champion. (Above) Brock Sellards (10) leads David Pingree in the 125cc Pro class. Sellards won.

By Tony Alessi

PERRIS, CA, JULY 6-7

Dewitt, Michigan's teenage sensation Nic Wey posted an awesome four-class victory in both 125cc Modified and 250cc Intermediate divisions during the Team Green GFI Youth National MX at Perris Raceway.

Wey joined over 600 other entrants, some of whom traveled from various parts of the country including Texas, Louisiana, Georgia, Arizona, Nevada, Ohio and New Mexico to be a part of this event.

"It's a good opportunity for some of these racers who have come from the Midwest and the East to get some exposure that they deserve," said new Team Green manager Ron Heben. "This is one of the few amateur Nationals that's in the backyard of the factories and the aftermarket companies."

This year's format awarded points on a per-moto basis, with total points being tallied at the end of both days of racing to determine the overall champion.

Top points earners in each division would be awarded new GT mountain bikes, while other top-placing riders would earn product and prizes from numerous vendors including AC Racing, Motul, FMF, AXO, Wiseco, Pro Circuit, Scott, CTi and Powerbars.

Even Yamaha's Mike Guerra was impressed. "It looks like the number of entries has doubled since the last time I was here in 1994," he said. "Next year Yamaha will be paying contingency like Kawasaki at this race. This could be the biggest amateur race on the West Coast, and most agree we need a big amateur National on the West Coast."

Without a doubt the most impressive rider of the week was Team Green's Wey. "This kid has unbelievable talent and potential," said Team Green off-road race director Mike Raring.

Wey won five out of six motos entered in route to overall wins in the 125cc Modified and 250cc Intermediate classes during both MX and SX events.

In the end, the only rider to spoil Wey's perfect scorecard was Team Suzuki's future pro Jiri Dostal, who won the first moto of the 125cc Modified Intermediate class during Saturday's MX event.

"I got a bad start and by the time I got to second place he was gone," Wey said.

Wey returned with a vengeance and shot down Dostal in the all-important second moto to score the moto win and overall victory.

Another impressive rider during the weekend was Oregon's Mike Corder who, in only his second year of competition, was able to record an overall win in the 125cc Novice class during Sunday's SX round.

Corder used fearless leaps over all the tracks obstacles en route to the supercross win, while Nevada's Michael Diloreto used consistent rides to score the overall class victory.

Diloreto gave credit for his victories to Jim Holley for teaching him how to properly prepare for the event and Al Holley for giving him the edge on the race track.

The 80cc class saw different winners in each class with Team Green's Billy Payne and Team Honda's Bryan McGavran splitting the Super Mini division. Payne topped the MX test, while McGavran came home the winner on supercross Sunday.

Justin Buckelew topped the charts in the Stock (14-16) class on both days of competition.

Team Suzuki's Shane Bess was arguably the most successful of all the 80cc riders and posted overall wins in the 80cc Stock and Modified (9-11) divisions on Saturday's motocross, then returned to top the charts during Sunday's supercross round in the Modified (9-11) race. Bess' only defeat came in the Stock (9-11) division on Sunday when a hard crash left him second overall behind Dylan Lord.

Bess' main competition, Team Green's Bobby Bonds, suffered a broken wrist on day one which ultimately ended his chances for victory.

Sean Collier almost had a perfect weekend in the 60cc (9-11) division by winning every moto of the weekend except for the very last race. Moments before the start of Collier's final moto, he discovered he had a rear flat tire. His pit team tried in vain to pump up the rear tire, but by the time the first lap had expired, his rear tire had gone completely flat. "I had the holeshot," explained Collier, "but the first big jump I landed off all the air came out."

Collier rode out the rest of the race with the flat tire and wound up finishing fifth, which was still good enough to secure the overall championship in the 60cc (9-11) division.

Team KTM's Pee Wee support racer Mike Alessi claimed two division championships by posting six out of eight class victories in the 50cc (7-8) and 60cc (4-8) divisions.

Alessi was defeated by Arizona's Dennis Jonon in the 50cc Stock (7-8) class on Sunday, while Ed Herring had the honors in the 60cc Stock (6-8) moto on Saturday.

Cole Seely used consistent and smooth racing to top the 50cc (4-6) class. CN

Team Green Youth National
Perris, California
Results: July 6-7

Saturday

50 BEG (4-8): 1. Pascal Hernandez (LEM); 2. Justin Sherwood (Yam).

50 STK (4-6): 1. Cole Seely (KTM); 2. Chad Gores (LEM); 3. Bryce Terzian (LEM); 4. Buddi Bruner (KTM); 5. Chase Takacs (KTM).

50 STK (7-8): 1. Mike Alessi (KTM); 2. Dennis Jonon (KTM); 3. Ryan Ferris (Yam); 4. Zach Nagle (LEM); 5. K.C. Ray Henthron (LEM).

50 MOD (4-6): 1. Bryce Terzian (KTM); 2. Chase Takacs (KTM); 3. Cole Seely (KTM); 4. Chad Gores (LEM); 5. Jon McCarthy (LEM).

50 MOD (7-8): 1. Mike Alessi (KTM); 2. Brad Masters (LEM); 3. Dennis Jonon (KTM); 4. K.C. Ray Henthorn (LEM); 5. Ryan Ferris (Yam).

S/P/W: (6-9): 1. Cas Swift (LEM); 2. K.C. Ray Henthorn (LEM); 3. Ryan Wilson (LEM); 4. Jeff Loop (Yam).

60 BEG (4-11): 1. Tyson Talkington (Kaw); 2. Steven Schwartz (Kaw); 4. Zack Molitor (Kaw); 5. K.C. Ray Henthorn (Kaw).

60 STK 4-8: 1. Edward Herring (Kaw); 2. Mike Alessi (Kaw); 3. Jarred Browne (Kaw); 4. Jeff Loop (Kaw); 5. Dennis Jonon (Kaw).

60 STK (9-11): 1. Sean Collier (Kaw); 2. Joshua Grant (Kaw); 3. Billy Swapp (Kaw); 4. Jason Medina (Kaw); 5. Paul Pearcy (Kaw).

60 MOD (4-8): 1. Mike Alessi (Kaw); 2. Jeff Loop (Kaw); 3. Ryan Roybal (Kaw); 4. Jarred Browne (Kaw); 5. Edward Herring (Kaw).

60 MOD (9-11): 1. Sean Collier (Kaw); 2. Joshua Grant (Kaw); 3. Billy Swapp (Kaw); 4. Daniel Sani (Kaw); 5. Paul Pearcy (Kaw).

80 BEG (7-16): 1. Micky Griffin (Yam); 2. Brandon Haag (Hon); 3. Dan Replogle (Kaw); 4. Carlos Gonzales (Kaw); 5. Kevin Hunter (Yam).

80 STK (7-11): 1. Sane Bess (Suz); 2. Jason Ciarletta (Suz); 3. Dylan Lord (Hon); 4. Nick Alvarez (Hon); 5. Cale Wallace (Yam).

80 STK (12-13): 1. Jonathan Shimp (Hon); 2. Sean

Hamblin (Yam); 3. Chris Rogers (Suz); 4. Kevin Johnson (Yam); 5. Josh Moraine (Kaw).

80 STK (14-16): 1. Justin Buckelew (Yam); 2. Dayton Dunphy (Suz); 3. Dustin Hamby (Hon); 4. Brady Lambert (Suz).

80 MOD (7-11): 1. Shane Bess (Suz); 2. Dylan Lord (Hon); 3. Jason Ciarletta (Suz); 4. Cale Wallace (Yam); 5. Nick Alvarez (Hon).

80 MOD (12-13): 1. Sean Hamblin (Yam); 32. Chris Rogers (Suz); 3. Jonathan Shimp (Hon); 4. Kevin Johnson (Yam); 5. R.J. Thompson (Kaw).

80 MOD (14-16): 1. Bryan McGavran (Hon); 2. Billy Payne (Kaw); 3. Travis Elliot (Kaw); 4. Justin Buckelew (Yam); 5. Tim Langdon (Kaw).

S/MINI (7-16): 1. Billy Payne (Kaw); 2. Bryan McGavran (Hon); 3. Justin Buckelew (Yam); 4. Sean Hamblin (Yam); 5. Travis Elliott (Kaw).

SCHLBY: 1. Keith Johnson (Yam); 2. Danny Carlson (Hon); 3. Taylor Vanderpool (Kaw); 4. Travis Riley (Kaw).

125 BEG: 1. Michael Fortenberry (Yam); 2. Billy Anderson; 3. Matt Carpenter (Suz); 4. Garth Tarlow (Suz); 5. Jeremy Duncan (Hon).

125 STK NOV: 1. John Sanders (Suz); 2. Michael Diloreto (Yam); 3. Mike Corder (Kaw); 4. John Ferrell (Hon); 5. Dave Griffith (Suz).

125 STK INT: 1. Keith Johnson (Yam); 2. Jimmy Varis (Suz); 3. Mike Collier (Kaw); 4. Danny Carlson (Hon); 5. Oscar Valdez (Suz).

125 PRO: 1. David Pingree (Kaw); 2. Isaiah Johnson (Kaw); 3. E.J. Wright (Hon); 4. Yoshitaka Atsuta (Hon); 5. Brock Sellards (Kaw).

125 MOD NOV: 1. Nick Wey (Kaw); 2. Jiri Dostal (Suz); 3. Shae Bentley (Kaw); 4. Jimmy Varis (Suz); 5. Danny Carlson (Hon).

250 NOV: 1. Bryan McGavran (Hon); 2. Rudy Rodriquez (Kaw); 3. Colin Yates (Suz); 4. Ryan Orr (Kaw).

250 INT: 1. Nick Wey (Kaw); 2. Doug Parsons (Suz); 3. Zach White (Yam); 4. Tim Beatty (Yam).

250 PRO: 1. Takateru Atsuta (Hon); 2. Brock Sellards (Kaw); 3. Isaiah Atsuta (Hon); 4. Tomohiro Shibayama (Suz).

250+ BEG: 1. Jon Lundberg (Yam); 2. Mark Moore (Suz); 3. Brian Broussard (Suz).

250+ NOV: 1. Chris Swift (Suz); 2. Greg McCarthy (Hon); 3. Will Mundy (Hon).

25+ INT: 1. John Griffin (Hon).

25+ PRO: 1. Rick Nagle (Hon).

Sunday

50 BEG (4-8): 1. James Colton (KTM); 2. Pascal Hernandez (LEM).

50 STK (4-6): 1. Chase Takacs (KTM); 2. Dustin Enochs (LEM); 3. Buddi Bruner (KTM); 4. Cole Seely (KTM); 5. Bryce Terzian (LEM).

50 STK (7-8): 1. Dennis Jonon (KTM); 2. Mike Alessi (KTM); 3. Ryan Ferris (Yam); 4. Brian Hiner (KTM); 5. Zach Nagle (LEM).

50 MOD (4-6): 1. Cole Seely (KTM); 2. Chase Takacs (KTM); 3. Bryce Terzian (LEM); 4. Buddi Bruner (KTM); 5. Chad Gores (LEM).

50 MOD (7-8): 1. Mike Alessi (KTM); 2. Dennis Jonon (KTM); 3. Ryan Ferris (Yam); 4. Ryan Wilson (LEM); 5. Mike Meade (LEM).

60 BEG (4-11): 1. Steven Schwartz (Kaw); 2. Tyson Talkinton (Kaw); 3. Zack Molitor (Kaw); 4. K.C. Ray Henthorn (Kaw).

60 STK (4-8): 1. Mike Alessi (KTM); 2. Jarred Brown (Kaw); 3. Edward Herring (Kaw); 4. Jeff Loop (Kaw); 5. Dennis Jonon (Kaw).

60 STK (9-11): 1. Billy Swapp (Kaw); 2. Sean Collier (Kaw); 3. Paul Pearcy (Kaw); 4. Daniel Sani (Kaw); 5. Joshua Grant (Hon).

60 MOD (4-8): 1. Mike Alessi (Kaw); 2. Edward Herring (Kaw); 3. Jarred Brown (Kaw); 4. Jeff Loop (Kaw); 5. Dennis Jonon (Kaw).

60 MOD (9-11): Sean Collier (Kaw); 2. Billy Swapp (Kaw); 3. Daniel Sania (Kaw); 4. Jason Medina (Kaw); 5. Paul Pearcy (Kaw).

80 BEG: 1. Carlos Gonzalez (Kaw); 2. Andy Pierce (Yam); 3. Dylan Miles (Hon); 4. Justin Myers (Hon); 5. Frank Pineda (Suz).

80 STK (7-11): 1. Dylan Lord (Hon); 2. Shane Bess (Suz); 3. Cale Wallace (Yam); 4. Jason Ciarletta (Suz); 5. Nick Alvarez (Hon).

80 STK (12-13): 1. Sean Hamblin (Yam); 2. Chris Rogers (Suz); 3. Rod Hamby (Suz); 4. Josh Moraine (Kaw); 5. Brandon Staddan (Suz).

80 STK (14-16): 1. Juston Buckelew (Yam); 2. Brady Lambert (Suz); 3. Dayton Dunphy (Suz).

80 MOD (7-11): 1. Shane Bess (Suz); 2. Dylan Lord (Hon); 3. Nick Alvarez (Hon); 4. Gerard Patin (Yam); 5. Danny Wldrop (Hon).

80 MOD (12-13): 1. Chris Rogers (Suz); 2. Sean Hamblin (Yam); 3. R.J. Thompson (Kaw); 4. Josh Moraine (Kaw); 5. Rod Hamby (Suz).

80 MOD (14-16): 1. Billy Payne (Kaw); 2. Bryan McGavran (Hon); 3. Travis Elliott (Kaw); Tim Langdon (Kaw); 5. Justin Buckelew (Yam).

S/MINI (7-16): 1. Bryan McGavran (Hon); 2. Billy Payne (Kaw); 3. Travis Elliott (Kaw); 4. Sean Hamblin (Yam); 5. Tim Langdon (Kaw).

SCHLBY: 1. Keith Johnson (Yam); 2. Danny Carlson (Hon); 3. Casey Gould (Hon); 4. Nick Uribe (Kaw); 5. Travis Riley (Kaw).

125 BEG: 1. Matt Carpenter (Suz); 2. Nick Ribe (Kaw); 3. Billy Anderson; 4. Michael Fortenberry (Yam); 5. Michael Madden (Kaw).

125 STK NOV: 1. Mike Corder (Kaw); 2. John Sanders (Suz); 3. Matt Belk (Hon); 4. Ferrell (Hon); 5. Michael Deloreto (Yam).

125 STK INT: 1. Danny Carlson (Hon); 2. Jimmy Varis (Suz); 3. Keith Johnson (Yam); 4. Mike Collier (Kaw); 5. Oscar Valdez (Suz).

125 PRO: 1. Brock Sellards (Kaw); 2. Isaiah Johnson (Kaw); 3. E.J. Wright (Hon); 4. Yoshitaka Atsuta (Hon).

125 MOD NOV: 1. Bullfrog Hernandez (Hon); 2. Michael Diloreto (Yam); 3. John Sanders (Suz); 4. Mike Corder (Kaw); 5. Corey Dacy (Hon).

125 MOD INT: 1. Nick Wey (Kaw); 2. Shae Bentley (Kaw); 3. Adam Pierce (Kaw); 4. Doug Pason (Suz); 5. Danny Montoya (Suz).

250 NOV: 1. Rudy Rodriquez (Kaw); 2. Colin Yates (Suz).

250 INT: 1. Nick Wey (Kaw); 2. Zach White (Yam); 3. Doug Parsons (Suz).

250 PRO: 1. Takateru Atsuta (Hon); 2. Isaiah Johnson (Kaw); 3. Tomohiro Shibayama (Suz); 4. Brock Sellards (Kaw).

25+ BEG: 1. Frank Pineda (Yam).

25+ NOV: 1. Will Mundy (Hon).

VET: 1. Rick Nagle (Hon).

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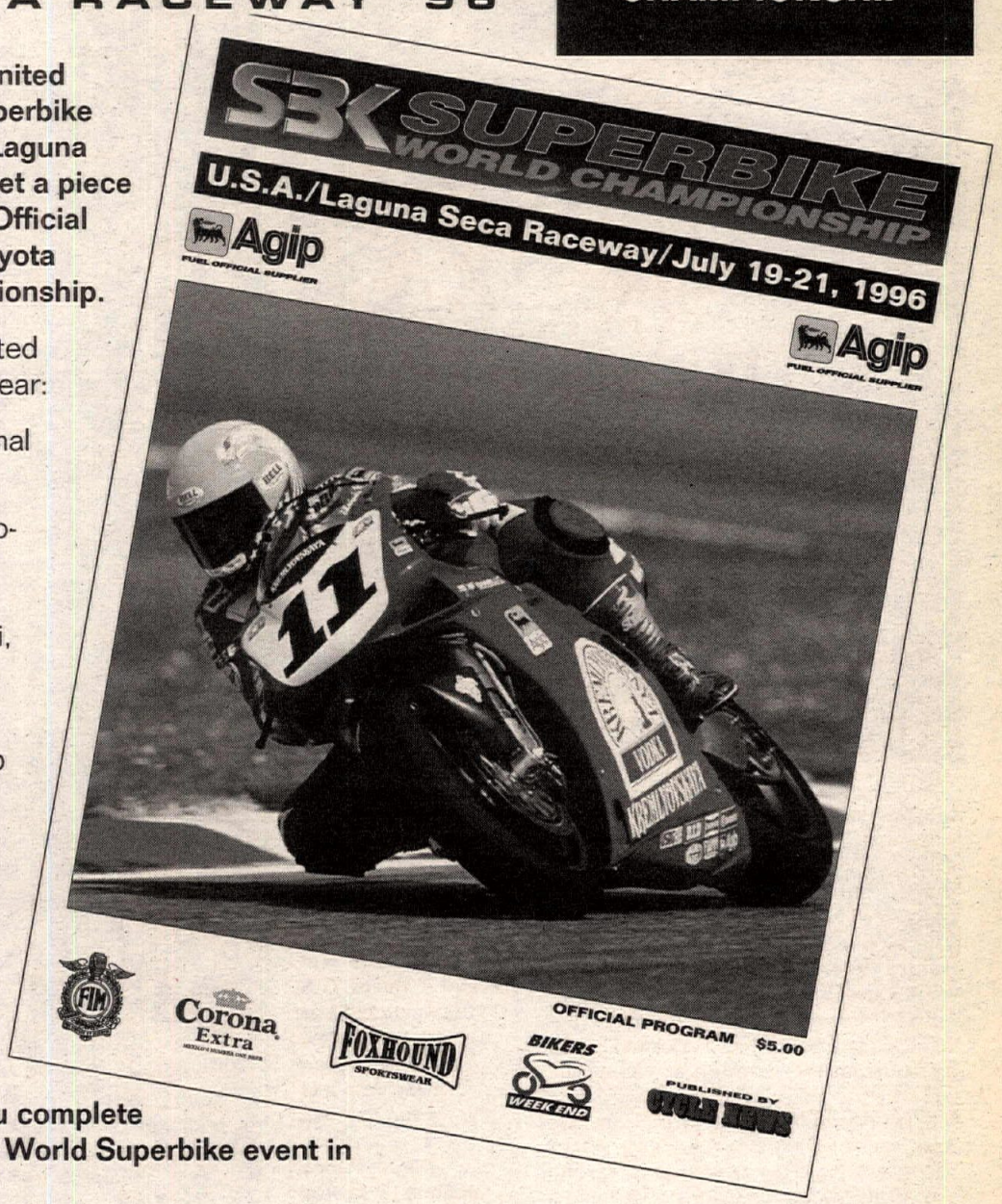

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Round 7: Connecticut State Hare Scrambles

McCann does

By Cheri Alix

UNION, CT, JULY 7

Randy McCann got off to a rocky start at the Connecticut State Hare Scrambles, but that did not deter the Kawasaki rider from holding the throttle wide open and coming back to win the sixth round of the NETRA Hare Scrambles Series in Union. After struggling through a water hole early in the race, McCann outdueled Tom Norton at the win to pick up the win.

It was a Blackwater-style start for the race. With limited space for a real starting area, the riders were lined up four to a row down a long cart road. The rows went off in five-second intervals with a one-minute delay between classes. The first four rows were set aside for the AA class.

The race was run on the usual six-mile track which wound through roughly 100 acres of Martin Michelic's property. The same course is used for two races each year along with an enduro and two junior enduros. Club members also get to ride year-round on the property, so the course is well broken in. It's also becoming completely whooped out - that is, wherever it's not all rock.

The riders lined up at 1:30 p.m. for what would be a seven-lap race. On the front row, there were only two riders, Yamaha/Scott/Bel Ray's Tom Norton and MidTown Kawasaki's Randy McCann. Series contender Todd Levesque also would have been on the front row but was fulfilling his quota by working the event.

When the riders came out of the hole, it was Norton with the lead. The rest of the riders were filling in behind as they weaved around the pitting area and into the infamous water hole. This year, the water was low - only up to midwheel. Norton made it through without a problem, but McCann drowned out about 10 feet into the crossing. He managed to push his bike to the other side without getting run over. By the time he got his bike going again, the entire AA class had gone by, and the next wave of riders was right on him.

At the end of the first lap, McCann was back in ninth place down one minute from Norton, who was still leading. Less than five seconds back were P.J. Peculis in second and Manchester Honda's Josh Mclevy in third. Both riders started a couple of rows behind Norton. On adjusted time, Peculis had the actual lead. Back another 30 seconds in fourth place was Patrick Timothy followed by Chris Chrispin and Dave Gunn. Breaking into the top 10 was Expert 250cc rider Arthur Menzel, on his Kawasaki.

The first lap took the leaders 18 minutes to complete, but on the second lap, it was obvious that McCann was on the gas. He put in what was to be the fastest lap of the day at 17 minutes and 23 seconds, moving himself into fourth place and within 25 seconds of Norton. Norton had increased his lead over second place, which was now held by Axo/Pirelli's Mclevy, to 15 seconds. Peculis was hanging on to third place, but McCann was right on his back wheel waiting for the right opportunity. The four riders were just feeding off of each other. They had pulled far away from the rest of the pack, putting almost a minute on fifth-place Timothy.

Not far into the third lap, it soon became a race between McCann and Norton. McCann overtook Peculis and Mclevy not far into the lap, attaching himself to Norton's back fender. At the end of the lap, both riders came into pit with Norton coming in first. It was obvious from the expression on his face that he wasn't having a good day. His suspension was too soft and beating him to death. As he gassed and adjusted his suspension, McCann was able to gas and get the jump on Norton to the barrels. The two riders headed out with McCann now in the lead with three seconds on Norton.

Mclevy was still in third place, but he was also having problems with his bike. He pitted at the end of the lap and had to adjust his clutch cable. Luckily for him, he was able to head out just seconds ahead of Peculis. Back in fifth place it was a five-way battle involving Timothy, Steve Formanek, Wes Clarke, Chrispin and Gunn. They all came around within 30 seconds of each other, all trading places as they went through the pits. Timothy and Gunn lost the most time trying to adjust their suspension.

McCann seemed to have his bike set up perfectly. He looked smooth the whole day keeping up a blistering pace out in front. The only problem that confronted him was the water hole. He almost drowned out a second time on the fourth lap. His bike sputtered for a few seconds before he was able to get back on the power and hold a 15-second lead over Norton. The two riders held the same positions for the remainder of the race, with McCann taking the win and Norton taking second. Mclevy finished third approximately six minutes behind Norton. Peculis took fourth place followed by Clarke in fifth.

Taking the Expert overall was Arthur Menzel on his Kawasaki 250. Menzel had a close race with Honda 250 rider Rory Eastman. Eastman lost the overall by just seconds. He did, however, take the Expert 250cc-class win.

In the Open Expert class it was a battle from the start between Mark Burdick and Roger Billharz. The two riders stayed within five seconds of each other for the entire race with neither rider stopping to pit for gas or water. At the end, it was Burdick taking the class win by only five seconds over Billharz. Amateur Four-Stroke rider Chris Cramer took the Amateur overall without any competition from the rest of the pack.

In the Junior event, it was Eric Rougeau taking the early advantage. He had a 45-second lead going on the second lap, which he increased each lap taking the win with almost two minutes over second-place Jesse Barthiaume. Barthiaume battled with Brian Lawson for almost the entire race, the pair finishing only two seconds apart. The Mini class also had a close race, with class winner Mike Peristere finishing only three seconds ahead of second-place Nathan Kanney. CN

(Above) Josh Mclevy (9), Pat Timothy (10) and Steve Formanek Jr. (11) make their way through the big water hole at the NETRA Connecticut State Hare Scrambles. Mclevy pulled away from this group to finish third. (Right) Randy McCann (4) scored a hard-fought win over runner-up Tom Norton. (Below) Arthur Menzel earned High Point A honors.

Connecticut State Hare Scrambles
Union, Connecticut
Results: July 7, 1996 (Round 7 of 18)

GRAND CHAMPION: Randy McCann (Kaw).
O/A A: Arthur Menzel (Kaw).
O/A B: Chris Cramer.
O/A C: Colin Brown.
AA: 1. Tom Norton (Yam); 2. Josh Mclevy (Hon); 3. P.J. Peculis (Yam); 4. Wes Clarke (Hon); 5. Dave Gunn (KTM).
250 A: 1. Rory Eastman (Hon); 2. Kevin Wall; 3. John Sullivan Jr. (Kaw).
200 A: 1. Paul Blanquart (Yam); 2. Ken Law (Yam); 3. Hans Neff (Yam); 4. Justin Spinney (Yam).
VET A: 1. Russell Bain (Hon); 2. Shannon Danylienko (Yam); 3. Scott Raymond (Kaw).
OPEN A: 1. Mark Burdick (KTM); 2. Roger Billharz (KTM); 3. Dave Simcok.
SR A: 1. Steve Formanek Sr. (Kaw); 2. Victory Tishop (KTM).
4-STRK A: 1. Charles Burcih (Hon).
S/SR: 1. Kim Simone (Kaw).
250 B: 1. Jim Cooney (Suz); 2. Brian O'Neil; 3. Kevin Knott; 4. Robert Carlson (Suz); 5. Pooert French (KTM).
200 B: 1. Josh Hackett (Hon); 2. Robert Santheson (Hon); 3. Marc Senecal; 4. Chris Simpson.
VET B: 1. Harold Bowen (Kaw); 2. Robert Orlick (Yam); 3. Brian Savoie; 4. Ronald Lemieux.
OPEN B: 1. Doug Walters; 2. Steve Sheppart (KTM).
SR B: 1. Larry Piers; 2. Pat Bolduc (Yam); 3. Peter Anania (Kaw).
4-STRK B: 1. Gus Bender (Hon); 2. Jason Radrianas.
250 C: 1. Peter Gravelle; 2. David Hence; 3. Kurt Wright (Kaw); 4. Steve Kecskes (Kaw); 5. R.J. Negro.
200 C: 1. James Maguire (Kaw); 2. Jason Barrett; 3. David Popielski; 4. Ryan Jump (Kaw); 5. Kevin Kessler.
125 C: 1. Larry Piers Jr.; 2. Mark Wallonis; 3. Joe Sullivan (Hon); 4. Michael Bushey; 5. Zephr Belski.
OPEN C: 1. Sean O'Donovan (Hon); 2. Bob Therrien (Hon).
VET C: 1. Craig Pratt (Suz); 2. Eric Reinhard; 3. Dana Demetrius (Yam).
SR C: 1. David Kanney; 2. Tim Sylvester; 3. Doug Stroh Sr.
4-STRK C: 1. Pasquale Gigliotti; 2. Nathan Hubbard; 3. John Morrison (Hon).
WMN: 1. Sally Haber (Kaw); 2. Pamela McCann (Kaw); 3. Dawn Silvia (Hon).
MINI: 1. Mike Peristere (Yam); 2. Nathan Kanney (Yam); 3. Robert Rowe; 4. John Moore; 5. Robert Langenback.
JR: 1. Eric Rougeau (Yam); 2. Jesse Berthiaume (Kaw); 3. Brian Lawson (Yam); 4. Andy Briggs (Kaw); 5. Jim Senecal.

Upcoming Rounds:
Round 8 - Windsor, Massachusetts - July 14
Round 9 - E. Hampton, Connecticut - July 28

McDougall cooks Carlsbad

By Donald McGregor

(Left) Bruce McDougall easily won the 125cc Sportsman Expert class on a Penton, but lost out to Ossa-mounted David Fisher in the second. McDougall still took the over win. (Below) Rex Beauchamp (6) leads former factory Honda rider Tommy Croft (5) in the MX Legends race that was won by Scott Burnworth.

CARLSBAD, CA, JULY 7

Former team Mettco rider Bruce McDougall came out to play at Carlsbad's AHRMA National Vintage Motocross today, taking top honors in moto one of the 125cc Sportsman Expert class, showing the crowd he still has what it takes to win. Invited out to the AHRMA National for a special half-time "Legends" exhibition race, McDougall decided to really test his skills by also slipping into the very competitive sportsman class.

Round 11 of the 15 race AHRMA National Series, annually sponsored by John LeFevre's Concours Classics, always attracts a large turnout, as riders come out to enjoy the Southern California sun and test their mettle on Carlsbad's famous GP track. Today was no exception, as 245-plus entrants converged on the Carlsbad clay to compete, bench race and spectate the very special "Legends" exhibition race. With so many famous ex-racers in attendance, you knew a few would not be able to avoid the temptation of racing some "extra" classes.

Appearing as if he had made time stand still, McDougall swept into the pits in the same van that carried him to all the local races years ago. Putting on his original "Mettco" jersey and powder-blue Bell magnum, he lined up at the starting gate on the same model 125cc Penton that made him a Southern California phenom in the 1970s, hoping no one would notice.

As expected, everyone did notice, as McDougall jumped out to a huge lead, rarely using the brakes on the green-tanked Penton. As the laps clicked off and his lead stretched, McDougall appeared to have lost nothing of his old speed or style, taking the first-moto checkers with a full two-straightaway lead. The only question for moto two would be who would step up to challenge this ageless racer.

The query was soon answered, as David Fisher, riding a rare 125cc Ossa so trick it wouldn't run in the first moto, came to the line in moto two to give McDougall a run for his money. Lap after lap the pair pushed each other to faster lap times, riding as if their bikes were chained together. By the last lap, the two were way out in front of third place, with neither willing to settle for second. Finally, Fisher made a move that stuck, just in time to take the checkered flag with McDougall on his heels. When asked if he'd consider trying vintage motocross again in the future, McDougall glanced over at Fisher and said, "Absolutely"!

The hotly contested 250cc Sportsman experts, not to be outdone by the eighth-liter machines, next rolled out for a show that won't soon be forgotten. Former Yamaha factory rider Scott Burnworth was a shoo-in to win, but no one told CZ-mounted Dave Hellick. As expected, Burnworth's Elsinore got an incredible holeshot and was gone. Iron man Hellick began working his way up from midpack, his eyes focused directly on Burnworth. Trying every trick in the book to make the low-tech CZ keep pace, Hellick began chipping away at Burnworth's lead. The attempt fell short, however, as Hellick clipped handlebars with a lapped rider, putting both men on soil-sampling duty and giving Burnworth the unchallenged victory. After moto one Hellick voiced his disappointment: "I can't believe I did that. Knocking someone down is bad enough, taking out a lapper has got to be the lowest!"

Moto-two action was no less exciting as once again Burnworth jumped off the starting gate as if he had been shot from a cannon, with Hellick in hot pursuit. Lap after lap, Hellick tried to reel in the amazing Honda rider. Even with the help of the lappers, who seemed to be giving Hellick a little extra room this time around, it was no use. Burnworth rode flawlessly to a 1-1 finish with Hellick's 5-2 giving him third overall.

The Carlsbad grandstands filled to capacity as the "Motocross Legends" next came to the line. For those never having seen a Legend race, this exhibition of racers from a bygone era was like stepping into a motocross time machine. Lining up next to McDougall was none other than three-time National Champion Marty Smith, Maico ace Steve Stackable, former Honda factory rider Tommy Croft, 1980 Rookie of the Year Scott Burnworth, "Crazy" Dave Aldana, DeWayne Jones, Former Harley factory rider Jim Beauchamp, European ace Gunnar Lindstrom, and Baja 1000 winners Gene Fetty and Bill Silverthorne. The smart money was on Stackable, due to some unauthorized extra practice time Saturday night. Arriving late to the track, Stackable found Carlsbad's gate closed. Being the resourceful type, he gained entrance at the back of the track. No one could believe their eyes as Stackable crested the famous Carlsbad downhill, on a Yamaha streetbike - with his girlfriend on the back.

The extra practice was to no avail, though, as Smith and Croft, unable to ride in "exhibition" mode, began banging the bars of their Elsinores as if it were Saddleback park, circa 1974. At race end it was Smith coming out ahead of Croft by inches with Stackable in sixth.

One certified legend who sat out the exhibition was none other than Dick "Bugsy" Mann, opting instead to take on men half his age in the Premier 500cc Expert class. Mann's rationale? "I'm not a legend." Motioning to the group of assembled legend racers, he continued: "Those guys are legends. I'm just a guy who's here to race".

As the Premier class rolled to the line, every eye was on the "non-legend" Mann and his ultra-rare 500cc Monarch thumper. As the gate dropped, the roar of Mann's big single was being muffled by his midpack start, but soon the 60-something champion was in his groove, chasing down BSA-mounted Rick Doughty. Mann began reeling in the fast-starting Doughty, leaving slower riders in his wake. On lap three Mann made his move into first place, and never looked back, relegating Doughty to runner-up position.

As the same group lined up for moto two, there was no doubt Doughty would be gunning for the tireless veteran. Sure enough, just as in moto one, Doughty launched from the line as if he were riding a drag bike, while Mann began picking his way through traffic. Soon it was Mann wrestling the lead away, but Doughty was not giving up. Lap after lap the pair raced, never further than three feet apart. Cresting the last jump on the final lap, Mann let off, seeing a yellow flag. Doughty, not seeing the caution, blew by, taking the checkered flag by inches.

At this point, anyone else would have run directly to an official to yell foul, but not the elder statesman Mann. He just motored back to the pits and said. "We'll get him next time". CN

AHRMA National Vintage MX
Carlsbad, California
Results: July 7, 1996 (Round 11 of 15)

SPTSMN 125 NOV: 1. Zach Blazek (Yam); 2. Joel Hanson (Hon).
INT: 1.Kirk Barnett (Hon); 2. Richard Venagas (Hon).
EX: 1. Norm Bigelow (Hon); 2. Howard Ranty (Hon).
SPTSMN 250 NOV: 1. Zach Blazek (Hon); 2. Don Beese (Hon); 3. Jeff Snyder (Hon); 4. David Bennett (Hon).
INT: 1. Mark Blakely (Hon); 2. Harry Backer (Hon); 3. Fred Cox (CZ); 4. Richard Yelkin (Bul).
EX: 1. Scott Burnworth (Hon); 2. Greg Carter (Mai); 3. David Hellick (CZ).
SPTSMN 500 NOV: Steve Fish (CZ); 2. David Scourfield (CZ); 3. Jamie Fetty (Hus); 4. Jeff O'Brien (Bul).
INT: 1.Gary Egloff (Mai); 2. Travis Brown (CCM); 3. Eric Cook (Mai). EXP: 1. Greg Carter (Mai); 2. Rick Price (Mai); 3. Mike Halpin (Mai).
SPTSMN OPEN TW INT: 1. Bob Del Morris (BSA); 2. Myron Lapka (Tri).
EX: 1. Daryl Hambleton (TRI); 2. Kenneth Corpe (BSA).
WMN INT: 1. Erin Larson (Hon).
CLSC 125 NOV: 1. Steve Ottinger (Pen); 2. Pat Knoop (Hus).
INT: 1. Ron Renzulli (CZ); 2. Gene Fetty (Hus); 3. Greg Berg (DKW).
EX: 1. Norm Bigelow (Bul); 2. Mike Owens (Hus); 3. Mark Arsenault (Hus).
CLSC 250 NOV: 1. Kirk Freeman (Ossa); 2. Jim Wilson (Hus).
INT: 1. Kenny Sykes (Gre) 2. Verne elmore (Ossa).
EX: 1. Mike Owens (Hus); 2. Dan Johns (AJS).
CLSC 500 NOV: 1. David Duvarney (Hus); 2. Kay Mann (BSA).
INT: 1.Matt Parson (BSA); 2. Ken Markling (Hus).
EX: 1. Jim Bollingmo (TRI); 2. Charlie Beck (Mai).
PREM L/W INT: 1. J.D. Janiec (BSA).
EX: 1. David Boydstun (Gre).
PREM 500 NOV: 1. Dennis Moore (BSA).
INT: Gil Valencourt (BSA); 2. David Breetwor (Hon).
EX: 1. Rick Doughty (BSA); 2. Dick Mann (Mon).
PREM OPEN TW INT: 1. Norm Shields (Tribsa); Verne Elmore (Tri).
EX: 1. Ken Corpe (BSA); 2. Danny Davies (Tribsa).
30+ NOV: 1.Tom Rogers (Hus); 2. Micheal Young (Hus); 3. Don Beese (C-A); 4. Jon George (CZ); 5. David Duvarney (Hus).
INT: 1. Mark Blakley (Hon); 2. Gary Egloff (Mai); 3. Dennis Vorndran (Yam); 4. Edwin Sims (Hon).
EX: 1.Greg Carter (Mai); 2. Mike Halpin (Mai).
40+ NOV: 1. Tom Barnett (Hon); 2. Rick Labgold (Mai); 3. Jeff Snyder (Hon); 4. Craig Lauterman (Hus).
INT: 1. Gary Egloff (Mai); 2. Charlie Richarson (CZ); 3. Mic Rogers (Mai); 4. Keith Petrangelo (BSA); 5. Bob Spicer (BSA). EXP: 1. David Fisher (Ossa); 2. Ken Greene (CZ); 3. Randy Lewis (TBA).
50+ NOV: 1. Jim Wilson (Hus); 2. Kay Mann (BSA); 3. Wayne Rnatz (Hon). INT: 1. Laurence Lucia (CZ); 2. Dennis Tooman (CZ); 3. Terry Pratt (CZ); 4. Mike Morgan (Suz).
EX: 1. Danny Davis (Tribsa).
60+ NOV: 1. Norm Blackmer (Kaw).
INT: 1. George Cayssials (CZ) 2. Richard McCormick (Hon).

Upcoming Rounds:
Round 12 - Lexington, OH, July 20
Round 13 - Southwick, MA, August 10

Shannon Chamberlin put his Harley over the top at the Badlands hillclimb in Mountain View, Wyoming in only 16.180 seconds, a time fast enough to earn him the title of 1996 Wyoming State Champion.

Chamberlin top man at Badlands Hillclimb

By Ken James

MOUNTAIN VIEW, WY, JUNE 22-23
Shannon Chamberlin earned the right to carry the title of Wyoming State Champion for 1996 after he put his 1500cc Harley Davidson over the top with the fast time of 16.180 seconds thereby winning the showdown at the Badlands motorcycle hillclimb.

Travis Whitlock had the fastest time up the 500-foot hill at 15.650 seconds. With a total of five first-place and two second-place finishes, Whitlock had a better than average payday.

George Sauer defended his number-one plate in North American Hillclimbers Association events with a 485-foot ride in the Over 50 class, enough to earn him a victory in the event.

Jeremy Padget scored a first place in the 250cc Stock and 250cc Modified classes, and then went on to place a very respectable third in the Pro Modified 601cc Open class.

Dusty Beer clinched the win in the 0-600cc class, as well as the winner-take-all Trophy Dash.

John Smith thumped the four-stroke class at 499 feet, one foot short of the lights but 99 feet higher than second place.

Results

T/D: 1. Dusty Beer (KTM).
EXHIB 701 OPEN: 1. Travis Whitlock (Yam); 2. Shannon Chamberlin (H-D); 3. Kenny Kimball (Hon); 4. Dusty Beer (Kaw); 5. Dave Johnson (Suz);
EXHIB 0-700: 1. Travis Whitlock (Hon); 2. Dusty Beer (KTM); 3. Kenny Kimball (Hon); 4. Mel Kimball (Hon); 5. Neal Payne (Kaw).
PRO MOD 601 OPEN: 1. Travis Whitlock (Yam); 2. Shannon Chamberlin (H-D); 3. Jeremy Padget (Hon); 4. Neal Payne (Kaw); 5. Kenny Kimball (Hon).
PRO MOD 0-600: 1. Dusty Beer (KTM); 2. Travis Whitlock (Hon) 3. Dave Johnson (Suz); 4. Mel Kimball (Hon); 5. Neal Payne (Kaw).
40+: 1. Russel McCoy (Yam); 2. Leroy Ebeling (Hon); 3. Don David (Yam); 4. Chris Davidson (Kaw); 5. Mick Jensen (Yam).
50+: 1. George Sauer (Hon); 2. Don David (Yam); 3. Don Lockhart (KTM); 4. Bob Bergman (Kaw).
501 MOD OPEN: 1. Rod Long (Kaw); 2. Mark Cox (Kaw); 3. Russel Jenson (Hon).
251-500 MOD: 1. Neal Payne (Kaw); 2. Mike Reesor (Kaw); 3. Rick Stauffer (Kaw).
0-250 MOD: 1. Jeremy Padget (Hon); 2. Brandon Whitlock (Hon); 3. Troy Malone (Kaw).
40+ T/D: 1. Leroy Ebeling (Hon); 2. Russel McCoy (Hon); 3. Gary Waddell (Hon).
P/P: 1. Nicole Whitlock (Yam); 2. Tanaya Peck (Hon); 3. Jessica Trease (Hon).
4-STRK: 1. John Smith (ATK); 2. Steve Mann (Hon); 3. Gary Clark (Hon).
501 OPEN: 1. Travis Whitlock (Yam); 2. Dusty Beer (Kaw); 3. Russel Jensen (Hon).
251-500: 1. Travis Whitlock (Hon); 2. Mike Reesor (Kaw); 3. Craig Willie (Kaw).
126-250: 1. Jeremy Padget (Hon); 2. Travis Whitlock (Hon); 3. John Smith (Kaw);
81-125: 1. Sheldon Archabald (Kaw); 2. Sid Archabald (Kaw); 3. Jason Smith (Kaw).
51-80: 1. Jason Smith (Kaw); 2. Ricky Tucker (Hon); 3. Steven James (Hon).
50-60: 1. Jason Smith (Kaw); 2. Spencer Luczalc (Kaw).
MINI 0-50: 1. Tanaya Peck (Yam); 2. Vicky Long (Hon); 3. Tyler Kimball (Hon).

Robinson rips Red River CC

By Darryl Smith

BULCHER, TX, JUNE 2, 1996
Tom Robinson bested the field of AA riders to claim victory in the AA Expert 250cc+ class at the eighth round of the Texas Cross Country at the Red River Cycle Ranch.

Eric Hess got a perfect start and rounded the first turn in the lead. Ricky Lambert clipped someone's wheel and went down, as did Scott Foster after he hit Lambert and went flying over the bars.

Hess held the lead position into the woods, but Bobby Southard was close on his tail and followed by Robinson. Robinson motored by both Hess and Southard midway through lap one, then immediately pulled away and was never challenged.

The race for second became a full-scale dogfight as Hess and Southard rode the entire six laps no more than 20 feet apart, trading places throughout. Hess was able to leave Southard behind in the whoop section, but Southard quickly recovered in the woods. Hess repassed Southard for the advantage coming into the last mile, but Southard seized the last opportunity and attempted a final pass as the two riders dived into a creek.

Southard was blinded by Hess' roost and spray, but never let off the gas. The fearless attempt paid off, giving Southard a wheel on Hess coming into the final turn towards the barrels.

Southard took the second-place spot just ahead of Hess, the two finishing a minute off Robinson's pace.

Results

PRO: 1. Clay Hoenshell (KTM); 2. Donnie McMillon (KTM); 3. Mike Abbott (Yam); 4. Brian Storrie (Kaw); 5. Clifford Goertz (Yam).
AA EX 250+: 1. Tom Robinson (Suz); 2. Bobby Southard (KTM); 3. Eric Hess (Hus); 4. David Culpepper (Yam); 5. Scott Foster (Yam).
AA EX 200: 1. Joey Houghton (Hon); 2. Tod Meyers (Yam); 3. Glen Boyett (Yam).
OPEN EX: 1. Todd Slavik (KTM); 2. Russ Clark (KTM); 3. Todd Gleaves (KTM); 4. Bill Wright (Hon); 5. Mike Ohlhauser (Hon).
250 EX: 1. Danny Elmore (Kaw); 2. Kenny Vowell (Suz); 3. Brent Shaw (Yam); 4. Jimmy Lee Williams (Yam); 5. James Venator (Kaw).
200 EX: 1. Timothy Gillis (Kaw); 2. Mark Wall (Yam); 3. John Pace (Kaw); 4. David Holybee (Kaw).
125 EX: 1. Mark Weeks (Yam); 2. Jeremy Butler (Hon); 3. Brian Barnes (Yam); 4. Todd Gleason (Hon); 5. Aaron Gay (Hon).
30+ EX: 1. David Koontz (Yam); 2. Ray Jennings (Yam); 3. Steve Reavis (Yam); 4. Sam Baker (Hon); 5. Rick Haley (Yam).
38+ EX: 1. Andrew Cooksey (Kaw); 2. Louis Blackwell (Hon); 3. David McKelvy (Kaw); 4. Don Fitzsimmons (Hon); 5. Mark Pace (Hus).
45+ EX: 1. Loyd Morgan (Suz); 2. Gene Pannell (Hon); 3. Howard Butler (Hon); 4. Dusty Tower (Kaw); 5. Freddie Dejarneatt (Yam).
50+ EX: 1. Bill Fleming Sr. (Suz); 2. Dave Burnap (Kaw); 3. Hazen Smith (Hon); 4. Dwight Leatherwood (KTM); 5. Tim Anstice (Suz).
250 INT: 1. Clint McBride (Kaw); 2. Joseph Cheatum (Yam); 3. Tom Moran (Kaw); 4. Todd Hutson (Kaw); 5. Kirk Grynwald (KTM).
125 INT: 1. Chris DeJarneatt (Yam); 2. Jason Baber (Yam); 3. Brandon Walton (Kaw); 4. Chris Horton (Yam); 5. Jeremy Weeks (Yam).
30+ INT: 1. Danny Flowers (Suz); 2. Rickey Marsh (Suz); 3. Marty Cathey (Yam); 4. Scott Chinnock (Kaw); 5. Gregg Royar (Suz).
38+ INT: 1. Mark McDonald (Kaw); 2. Douglas Taft (Yam); 3. Duane Horton (Yam); 4. Scott Winn (Kaw); 5. Wayne Reeves (Yam).
45+ INT: 1. Mike Nalley (Kaw); 2. Don Cannon (Kaw); 3. John Miera (Hon); 4. Charles Robinson (KTM); 5. Larry Dodson (Hon).
4-STRK EX: 1. Jeff Solinger (Hon); 2. David Lucas (Hon); 3. Courtney Christian (Hon); 4. Cecil Parker (Suz); 5. Mike Moore (Hus).
OPEN AM: 1. Brian Hoffman (KTM); 2. Vince Police (KTM); 3. Todd Harmmel (Hus); 4. Tripp Glenn (Hus); 5. Scott Butler (Kaw).
250 AM: 1. Danny Souder (Yam); 2. Clinton King (Yam); 3. Byran Petton (Kaw); 4. Jeff Chauza (Suz); 5. Robert Wilson (Hon).
200 AM: 1. John Bryant (Kaw); 2. Matt Panter (Kaw); 3. Cody Harris (Kaw); 4. Don Heierman (Kaw); 5. Jason Montey (Kaw).
125 AM: 1. Joe Everheart (Yam); 2. Deb Schiller (Hon); 3. Cody Bob Dean (Kaw); 4. J.D. Everheart (Yam); 5. Luke Johns (Suz).
30+ AM: 1. Joey Marcom (Yam); 2. Tommy Smith (Yam); 3. Glen Eiland (Yam); 4. Kevin Lewellen (Kaw); 5. Kenny Adams (KTM).
38+ AM: 1. Mark Bergman (Suz); 2. Sonny Jones (Suz); 3. Roy Songy (Kaw); 4. Richard Riggs (Yam); 5. Rick Davis (Hon).
45+ AM: 1. David Luca (Kaw); 2. John Johanson (Suz); 3. John Petton (Kaw); 4. John West (Hon); 5. Ivan Scott (Suz).
50+ AM: 1. Gary Ratliff (Hon); 2. Grady Burch (KTM); 3. Fred Hensley (Hon); 4. Skip Gove (Yam); 5. Ralph Jones (Kaw).
4-STRK AM: 1. Jeff Gunter (Hon); 2. Tim Moore (Hus); 3. Steve Turner (Hon); 4. Steve Channell (Hon); 5. Mike Garner (Hon).
WMN EX: 1. Mary Ballard (Kaw); 2. Shelly McMillon (KTM); 3. Bethany Jacobs (Kaw); 4. Gayle Culpepper (Yam); 5. Alice Flowers (Suz).
WMN AM: 1. Julie Shields (Hon); 2. Amber Henson (Hon); 3. Jamie Cathey (Hon); 4. Linda Mitchell (Kaw); 5. Jana Dejarneatt (Kaw).
MINI EX: 1. Bryan Miller (Hon); 2. Chris Abbott (Yam).
MINI AM: 1. John Dearing (Kaw); 2. Tyler Rawlings (Kaw); 3. Matthew Doughty (Kaw); 4. Jeremy Johnston (Kaw); 5. Clay Leaverton (Hon).
50: 1. D. J. McMillon (KTM); 2. Jennifer Flowers (Yam); 3. Ricky Laster (Yam); 4. Lauren Powell (Yam); 5. Derek Barajas (KTM).

Collins cans Black Widow ST

By Nicalee Sowders

LEXINGTON, OK, JUNE 22
Bryan Collins doubled his wins at the Black Widow Speedway, entering both the Open Amateur and 250cc Amateur classes and taking the victory in both of the Black Widow Speedway events in Lexington.

Bobby Martin shot off the Open Amateur-class line in first position, but Collins was close in tow. On the white lap, Collins made a pass under Martin to snatch the victory. Chuck Bachman finished in third.

In the 250cc Amateur main, Collins and Gary Ellis battled each other for the top position. The battle for third-place position raged on between Mark Baxley and David Key. At the checkered flag it was Collins across the line, just edging out Ellis for first place. Key claimed the third finishing position.

Danny Estick grabbed the 80cc Amateur class holeshot as Michael Horn and Justin Arnold gave chase. Leading the second pack of riders was fourth-place Justin Henderson, mixing it up with Katie Harter and John deAliminana. Eslick took the win, followed by Horn in second and Arnold in third.

The 125cc main event saw Arnold grab the holeshot and Eslick follow in a close second position. Chad Wolfe and Harter battled each other for third place. Estick took command on lap three, and Arnold was forced to settle for second. Wolfe took the third-place position.

David Harter started the Senior class by grabbing the holeshot, and finished the race by leading flag-to-flag for the victory. John Varbel got a mediocre start and fell back to sixth, but got on the gas and made his way up to the front. By the fifth lap of the eight-lap main, Varbel was in second. At the finish line it was Harter, Varbel, and Jim Bachrnan in first, second and third, respectively.

Results

P/W: 1. Beth Harter (Yam); 2. David Harter (Yam).
80: 1. Danny Eslick (Kaw); 2. Michael Hom (Yam); 3. Justin Arnold (Yam); 4. Justin Henderson (Kaw); 5. Katie Harter (Yam).
OPEN AM: 1. Bryan Collins (Yam); 2. Bobby Martin (Yam); 3. Chuck Bachman (Hon); 4. Ray Crews (Yam).
P/P: 1. Katie Harter (Yam); 2. Allison Harter (Yam).
250: 1. Bryan Collins (Yam); 2. Gary Ellis (Yam); 3. David Key (Yam); 4. Mark Baxely (Yam),
125: 1. Danny Eslick (Hon); 2. Justin Arnold (Yam); 3. Chad Wolfe (Yam); 4. Katie Harter (Yam); 5. Bret Sowders (Yam).
SR: 1. David Harter (Yam); 2. John Varbel (Yam); 3. Jim Bachman (Hon); 4. Jim Wolfe (Yam); 5. Tommy Key (Yam).

Eckhoff excels at Village Creek MX

By Chris Boice

FORT WORTH, TX, JUNE 23
Jason Eckhoff combined two moto wins to earn the 250cc Intermediate overall victory in round five of the Texas Lone Star Series, held at Village Creek MX park in Fort Worth, Texas. Jonathan Kerr captured the 250cc Intermediate-class overall with perfect 1-1 finishes.

Jody North grabbed the holeshot in the first 250cc Intermediate moto. Right on North's rear fender were Eckhoff and David Widmer. Entering the first turn, Eckhoff grabbed a handful of front brake and found himself picking up his bike in last place. The duo of North and Widmer immediately broke away from the rest of the pack and established their dominance early in the moto.

In back of the pack Eckhoff was passing riders at will, and was suddenly within striking distance of the race leaders. Eckhoff launched skyward and flew over Widmer to take second place, only to be stuffed underneath by Widmer on the next turn. Eckhoff waited until a long downhill, then finessed his way into second place, permanently.

Eckhoff closed to within a bike length of race leader North, and soon made the pass to capture the lead. Eckhoff cruised to the checkered flag, followed by North in second and Widmer in third.

Moto two of the 250cc Intermediate class began when Scotty Rice launched into the early lead. His lead, however, was short-lived, and by the end of the first lap he found himself in fourth place behind Widmer, North and Eckhoff. Eckhoff made his charge into second place by outjumping North over a long plateau jump. With three laps remaining and only Widmer to pass, Eckhoff waited again until the same plateau jump and then launched his way over Widmer to take the lead.

Eckhoff easily rode to the moto win and the overall victory. North was able to hold on to second in both the moto and second overall. Widmer's 3-3 finishes earned him a third overall.

The first 60cc (8-11) moto saw Brad Wolfe get the early advantage into the first turn with Jonathan Kerr and Matt Mosely in tow. Wolfe and Kerr engaged in a fierce battle during the first two laps. With Kerr only a wheel length behind, Wolfe grabbed too much throttle over double jump and found himself running behind his KX. He managed to remount without crashing but Kerr was able to pull out a comfortable lead. At the finish it was Kerr, followed by Wolfe and Brandon Thompson.

Kerr wasn't to be outdone in the second moto and took a commanding lead from the drop of the gate. Wolfe put himself into the runner-up spot and stayed one mistake's distance from Kerr. Kerr, however, rode a flawless moto and took the checkered flag and the overall victory with 1-1 finishes. Wolfe's consistent 2-2 finishes earned him second overall, while Thompson's 3-3 netted him third for the day.

Results

50 STK: 1. Dustin Shows (KTM); 2. Joseph Marburger (KTM); 3. Marshal Smith (KTM).
50 MOD: 1. Colt Stephens (Cob); 2. Adam Reson (Cob); Michelle Marella (LEM).
60 (7-9): 1. Ryan Hartley (Kaw); 2. C.T. Dickey (Kaw); 3. Scotty Wennerstrom (LEM).
60 (10-11): 1. Jonathon Kerr (Kaw); 2. Brad Wolfe (Kaw); Brandon Thompson (Kaw).
80 BEG (7-11): 1. Jason Long (Kaw); 2. Michael Head (Hon); Bryan Knight (Hon).
80 OPEN (7-11): 1. Robby Shinn (Hon); 2. McFly Scheel (Suz); 3. Joe Bailey (Kaw).
80 OPEN (12-13): 1. Scott Hickey (Kaw); 2. Drew Hanl (Suz); 3. Chase Baize (Hon).
80 OPEN (14-16): 1. Beau Boynton (Kaw); 2. Scott Diete (Suz); 3. Scotty Trimble (Suz).
80 OPEN (7-16): 1. Beau Boynton (Kaw); 2. Jake Jones (Yam 3. Robby Shinn (Hon).
125 BEG: 1. Brian Walker (Kaw); 2. Luke Atkinson (Kaw); Ryan Whitting (Yam).
125 NOV: 1. Nathan Hale (Kaw); 2. Ryan Wallace (Kaw); B.J. Breenen (Kaw).
125 OPEN: 1. Nathan Hale (Kaw); 2. Ryan Wallace (Kaw); Kevin Vines (Suz).
125 INT: 1. Jason Eckhoff (Suz); 2. David Widmer (Hon); Kevin Vines (Suz).
250 BEG: 1. Michael Swan (Kaw); 2. Cody Thompson (Hon 3. Cliff Dodson (Hon).
250 NOV: 1. Cody Sanders (Suz); 2. David Hallmark (Hon); 3 Dick Williams (Hon).
250 OPEN: 1. Jody North (KTM); 2. Todd Kyser (Kaw); 3 Cody Sanders (Suz).
250 INT: 1. Jason Eckhoff (Suz); 2. Jody North (KTM); 3 David Widmer (Hon).
250 PRO: 1. Trey Clingfrost (Yam); 2. Nick Pounds (Kaw); 3 Dean Gage (Yam).
25+ NOV: 1. Stephen Vines (Suz); 2. Dwayne Jimes (Suz); 3. Cord Lee (Yam).
25+ INT: 1. Todd Watson (Hon); 2. Clint Hale (Yam); 3. Davey Chandler (Kaw).
30+ NOV: 1. Craig Hancock (Yam); 2. Bobby Meche (Hon); 3. Warren Adam (Kaw).
30+ INT: 1. Douglas Hall (Yam); 2. Todd Watson (Hon); 3. Davey Chandler (Kaw).
500 OPEN: 1. Greg Dust (Hon); 2. Tommy Dickey (Hon).

Schambers, Bast win at Auburn Speedway

By M. Sober

AUBURN, CA, JUNE 21
Rick Schambers won his second Handicap main of the Northern California Speedway season while Bart Bast continued to dominate the Scratch portion of the program, taking his third victory in four weeks.

Schambers started the race at the 20-yard position, in front of Kelly Bennett, Mat Becker, Harlen Bast Jr., Louis Kossuth and Jimmy Sisemore. At the green light Schambers immediately

moved into the lead on the blue groove with Bast and Bennett quickly closing.

Kossuth got the jump on Sisemore off the back yardage and quickly steamed up to put pressure on the pack. Becker, Bast and Bennett were unable to reel in Schambers and began to get picked off by Kossuth, one by one. Kossuth first went around Bennett on the outside, then inside of Bast, and then avoided Becker, who went wide on his way to a sixth-place finish.

Although Kossuth set his sights on Schambers, there weren't enough laps to give him time to catch up and he was forced to settle for second.

Bobby Hedden drew the inside starting position for the Scratch main, then watched as Bart Bast drew lane two and Dustin Schroder took lane three, leaving the outside to Kossuth.

Hedden was first off the line, but his time in the lead was shortened by Bast, who got a slow start but quickly assumed the faster, low, blue-groove line. Bast drove into turn three of the first lap as Kossuth and Schroder sorted out third place behind him. Kossuth soon grew tired of the outside marbles and went to work on the pipe, eventually pushing up to second place in front of Hedden and Schroeder.

Results

SCR: 1. Bart Bast (Jaw); 2. Louis Kossuth (Jaw); 3. Bobby Hedden (Jaw); 4. Dustin Schroeder (GM).

HDCP: 1. Rick Schambers (Jaw); 2. Louis Kossuth (Jaw); 3. Harlen Bast Jr. (Jaw); 4. Kelly Bennett (Jaw); 5. Jimmy Sisemore (Jaw).

D-2: 1. Lance Maddox (Wes); 2. Mike Gillespie (Wes); 3. Soup Campbell (Wes); 4. Bob Peters (Jnk).

JR: 1. Matt Proto (Wes); 2. Bryan Yarrow (Wes); 3. Billy Janniro (Wes); 4. Jimmy Martinez (Wes); 5. Ryan Fisher (Wes).

JR D-2: 1. Jay Heidt (Tri); 2. Chris Kerr (Tri); 3. Rachelle Kerr (Hon); 4. Alex Marcucci (Tri); 5. Anthony Martinez (Hon).

Hoffmiester masters Cambridge Short Track

By Tim McBride

CAMBRIDGE, MN, JUNE 29

Billy Hoffmiester proved that he is fully recovered from the knee injury that sidelined him for the majority of last year's racing season by piloting his 600cc Knight-framed Rotax to his first Open Pro-class victory of the season at the Cambridge Speedway.

Eric Brouhard and Tony Kohner won the preliminary heat races, but at the flash of the "real thing" green light it was Hoffmiester in control with Kohner, Kenton Longcor, Dan Zitur, Brouhard, Kurt Boehlke and the rest of the 13-rider field in hot pursuit. Although the top riders battled closely throughout the 11-lap feature, the top finishing order remained the same, with Hoffmiester garnering the victory.

The Open B class also provided plenty of racing action. After the first lap of the main event, race leader Tim Gregory fell on the front straight, directly into the path of 250cc B-class winner Marcus Bauer. Bauer had to dump his machine to the ground in hopes of avoiding the fallen Gregory. Although there was a collision, Bauer's quick reactions prevented any serious injuries.

The riders were soon lined up for the restart. Lee Fealey pulled the holeshot, but as he led the charge out of turn four he slid out of control and fell, uninjured. Unfortunately for Fealey, the race was not stopped this time.

Stock Frame race winner Brad Prey assumed a lead that proved to be short-lived as Bauer slid underneath him in turns three and four of the next lap. Prey then thrilled the crowd with a high-speed off-track excursion in turn one. Frey was unhurt but out of contention. As Bauer raced to the checkered flag, a three-way battle for second was won by Keegan Iverson. Ron Brisbin and Tim Zemanovic had to settle for third and fourth, respectively.

Twelve-year-old Adam Henrichs used the tactics of an experienced pro to win the 85cc main event. While running in second place Henrichs waited until the final lap to perform a textbook block pass on race leader Troy Johnson in turn four. Henrichs then raced on to victory ahead of a stunned Johnson. Anthony Gardner, Cory Solnitsky and Willie Broten rounded out the top five positions.

Results

OPEN PRO: 1. Billy Hoffmiester; 2. Tony Kohner; 3. Kenton Longcor; 4. Dan Zitur; 5. Kurt Boehlke.

250 PRO: 1. Kenton Longcor; 2. Verdeen Langland; 3. Tim Zemanovic.

OPEN B: 1. Marcus Bauer; 2. Keegan Iverson; 3. Ron Brisbin; 4. Tim Zemanovic; 5. Tim Gregory.

250 B: 1. Marcus Bauer; 2. Keegan Iverson; 3. Dave Wandinger; 4. Aaron Helget.

STK FRM: 1. Brad Frey; 2. Tom Mason; 3. Paul Koch; 4. John Sutherlin; 5. Robert Hermen.

VINT TWN: 1. Buzz Arndt; 2. Doug Sterwart; 3. Joel Gulbranson; 4. Frank Radloff; 5. Bob Reynolds.

SGL AM: 1. Brad Frey; 2. Bill Snyder; 3. Daryl Pangerl; 4. Paul Koch; 5. Phil Little IV.

30+: 1. Tim Gregory; 2. Tom Mason; 3. Marty Mataya; 4. Doug Sullivan; 5. Andy Nelson.

40+: 1. Buzz Arndt; 2. Daryl Pangerl; 3. John Sutherlin; 4. Lloyd Turner; 5. Phil Lambrecht.

50+: 1. Buzz Arndt; 2. Steve Boggs; 3. Charlie Langland; 4. Phil Little IV; 5. Phil Lambrecht.

NOV: 1. Mike Ledin; 2. Doug Bohn; 3. Aaron Helget; 4. Robert Becker; 5. Fred Prudhomme.

85: 1. Adam Henrichs; 2. Troy Johnson; 3. Anthony Gardner; 4. Cory Solnitski; 5. Willie Broten.

65: 1. Anthony Gardner; 2. Jacob Mataya; 3. Shawn Burr; 4. Troy Solnitski; 5. Josh Koch.

MINI SR: 1. Cody Swenson; 2. Jesse Alto; 3. Randy Dibartolo; 4. Ashlee Sullivan.

MINI JR: 1. Kevin Anderson: 2. Alex Gardner; 3. Travis Wachex; 4. Jeremy Anderson; 5. Keith Swenson.

Chris Tucker pounds his way through a high-speed portion of the course at round six of the Oklahoma Cross Country circuit, near Elk City.

Tucker excels at Elk City CC

By Mike Connell

ELK CITY, OK, JUNE 9

Chris Tucker won his fourth race in a row at round six of the Oklahoma Cross Country circuit, held at Music Ranch near Elk City.

At the midpoint of the season, he looks unstoppable in his march to take the 1996 championship. Even with a front flat, he cruised to an easy win.

The Elk City round was the fastest event of the season, with the experts averaging over 30 mph on the 9-mile loop. The grassy, wide-open ranchland was blanketed with fourth- and fifth-gear straightaways, while sand washes and a few woods sections served to add a degree of difficulty to the layout. This track was a favorite for many of the riders. As has been the case at many of the OCCRA races this year, a good start was imperative to win due to the dust.

Tucker put his KX250 in front of the Expert class right off the start and never looked back. A flat tire near the midpoint of the race caused him to back off some, especially after he lost the front end at the end of the fastest straightaway on the track and ended up on his head. But at the end, he held a three-minute lead over XR600-mounted Billy Spurlock. Spurlock put in another impressive ride on the stock four-stroke, but struggled with the soft suspension. Bobby Southard was a close third, finishing 28 seconds behind Spurlock.

Louis Blackwell got the holeshot on the Over 30 Expert class and would stay there most of the race. On the first lap, Mike Connell slipped past Blackwell twice to take the lead, but each time Blackwell answered back and kept his big CR500 out front the rest of the way.

In one of the closest races of the day, Blackwell took the win just six seconds over Connell. Mike Sullivan crossed the line in third over two minutes later, nursing a sore shoulder from a crash at the last OCCRA race.

Results

O/A: 1. Chris Tucker (Kaw); 2. Billy Spurlock (Hon); 3. Bobby Southard (KTM); 4. Louis Blackwell (Hon); 5. Mike Connell (Hon).

EX: 1. Chris Tucker (Kaw); 2. Billy Spurlock (Hon); 3. Bobby Southard (KTM).

30+ EX: 1. Louis Blackwell (Hon); 2. Mike Connell (Hon); 3. Mike Sullivan (Kaw).

INT: 1. Richard Legg (Kaw); 2. David Willard (KTM); 3. Josh Rochester (Hon).

AM: 1. Michael Chandler (Hon); 2. Josh Rogers (Suz); 3. Vince Police (KTM).

NOV: 1. Johnny Smith (KTM); 2. Chris Francis (KTM); 3. Brett Zwick (Kaw).

30+ AM: 1. Jerry Carrens (Yam); 2. Derek Owens (Hon); 3. Toby Little (Yam).

40+: 1. Bill Hulsey (Yam); 2. Kenny Twyman (G-G); 3. Steve Goodner (Hon).

SPTSMN: 1. Dale Selman (Suz); 2. Jody Hudson (Suz); 3. Steve Edwards (KTM).

MINI: 1. Corley Jones (Hon); 2. Tony Joiner (Hon); 3. Mark Blackwell (Hon).

Kossuth dominates Auburn Speedway

By M. Sober

AUBURN, CA, JUNE 28

Louis Kossuth did what few riders ever accomplish at any weekly Speedway race - he had a perfect night, winning all six of his races at Northern California's Fast Fridays' Auburn venue in Auburn, California.

Kossuth won all three Scratch races and all three Handicap starts from the 50-yard line. The Second Division main-event win went to John Gregg, and Henry Russell topped the Third Division.

The Scratch main lined up across the track with Jimmy Sisemore on the pole, Kossuth in two, Bobby Hedden in three and brother Tommy Hedden on the outside.

Kossuth and Sisemore were off their marks simultaneously at the start, Sisemore assuming the tight inside line. Kossuth kept just off of Sisemore's right shoulder through the first set of turns, then found the grip on the edge of the outside line and flashed flawlessly around the helpless Sisemore to take over the lead.

Sisemore stayed with Kossuth for another lap but couldn't make up any ground, and eventually fell back while maintaining second position. Bobby Hedden finished in third as Tommy Hedden rolled to the infield on a borrowed bike.

Kelly Bennett and Rich Marcucci lined up for the Handicap main on the 20-yard stripe while Matt Becker and Chad Felicio took the 30-yard line, leaving the lone 40- and 50-yard lines to Dustin Schroder and Kossuth.

Bennett got the start and held off Marcucci for a lap before falling to the back of the pack as Becker and Felicio moved toward the front. Kossuth was steadily picking his way up through the pack, first passing on the inside of Schroder and Bennett and then around the outside of Becker and Felicio. At the four-lap mark Kossuth had only Marcucci between him and the checkered flag.

Kossuth stayed with the outside dirt, moving around Marcucci on the last set of turns to take an impressive and crowd-pleasing victory. Marcucci had to settle for second place after leading four and a half of the five laps, and third went to Felicio.

Results

SCR: 1. Louis Kossuth (Jaw); 2. Jimmy Sisemore (Jaw); 3. Bobby Hedden (Jaw); 4. Tommy Hedden .

HDCP MAIN: 1. Louis Kossuth (Jaw); 2. Rich Marcucci (Wes); 3. Chad Felicio (Jaw); 4. Dustin Schroder (Gdn); 5. Matt Becker (Jaw).

D-2 MAIN: 1. John Gregg; 2. Danny Miles; 3. Kim Darwazeh (Jaw).

D-3 MAIN: 1. Henry Russell; 2. Ken Whiting; 3. Bob Peters.

JR MAIN: 1. Billy Janniro (Wes); 2. Matt Proto (Wes); 3. Bryan Yarrow (Wes).

JR MAIN D-2: 1. Jay Heidt (Tri); 2. Rachelle Kerr (Hon); 3. Chris Kerr (Tri).

Little wins big at Cambridge Short Track

By Tim McBride

CAMBRIDGE, MN, JUNE 29

Without swinging his leg over a dirt tracker in a very long time, Phil Little entered in and went on to win the 600cc Amateur and Over 50 classes at Cambridge Speedway.

The start of the 600cc Amateur class saw Tom Hason out front followed by J.C. Clark, Little, Mike Meyers and Bob Sutherland. Little quickly went to work, sliding past Clark on lap two and then setting his sights on Mason.

Little patiently stalked his prey for the remainder of the race, waiting to perform a pass that has been used since the early days of dirt track racing. On the last lap, Mason entered turn three and exited turn four using the routine line. Little, however, charged to the top of the race track, squared it off, and dived down the inside of a stunned Mason to steal the victory.

"That's the oldest passing technique in the books," said Little after the race. As old as it may be, Little was the only rider willing to perform it on this night. Clark, Meyers and Sutherland finished third through fifth, respectively.

The Over 50 Masters class was led by Frank Guinn until the halfway point, when Little used the same passing technique in the same corner as he had in the 600cc to take the point. Little then raced on to his second win of the day with a comfortable margin. Guinn finished second, with Fred Schrett, Bob Sutherland and Tom Laird in tow.

The two VDTRA Pro classes, the 600cc Pro and Pro Twin, saw a familiar face in the winner's circle in the form of Rickey Fiscel. Fiscel rode his meticulously-maintained twin cylinder Triumph to victory in both classes without a hint of a challenge from his competitors.

The Open Twin Amateur class was a thriller from start to finish. Doug Sterwart grabbed the holeshot at the start. but was soon under pressure from Jim Eastlee. On lap four, Eastlee bumped into Stewart's rear tire in turn three and was unceremoniously thrown to the ground.

The ensuing melee allowed Meyers to slip past the twosome and into the lead to score the eventual win. Sterwart held on to finish second, ahead of Ron Stone and Joe Blackwell. A very sore Eastlee wisely took the rest of the night off.

Results

PRO TW: 1. Rickey Fiscel; 2. John Fike; 3. Steve Boggs.

TW AM: 1. Hike Heyers; 2. Doug Sterwart; 3. Ron Stone; 4. Joe Blackwell; 5. Jim Eastlee.

600 AM: 1. Phil Little IV: 2. Tom Hason; 3. J.C. Clark; 4. Mike Meyers; 5. Bob Sutherland.

50: 1. Phil Little IV; 2. Frank Gwinn; 3. Fred Schrett; 4. Bob Sutherland; 5. Tom Laird.

40: 1. Bill Snyder; 2. Tom Hason; 3. J.C. Clark; 4. Joe Blackwell.

Clark cleans up at Moriaty MX

By Jim Wagner

MORIARTY, NM, JUNE 23

Ryan Clark believes he has the confidence necessary to beat every other racer on the Moriarty, New Mexico track, and went a long way toward proving it by winning five of the six motos he entered, finishing first in the 125cc A and Open A classes and second in the 250cc A division.

Despite missing the holeshot and running as far back as fourth at times, Clark managed to turn in solid performances and seemed comfortable on all areas of the course, be it turns, straights, or jumps.

The biggest threat to Clark's dominance was Isaiah Johnson, who finished just behind him in the 125cc A and Open A divisions and won the 250cc A division.

Results

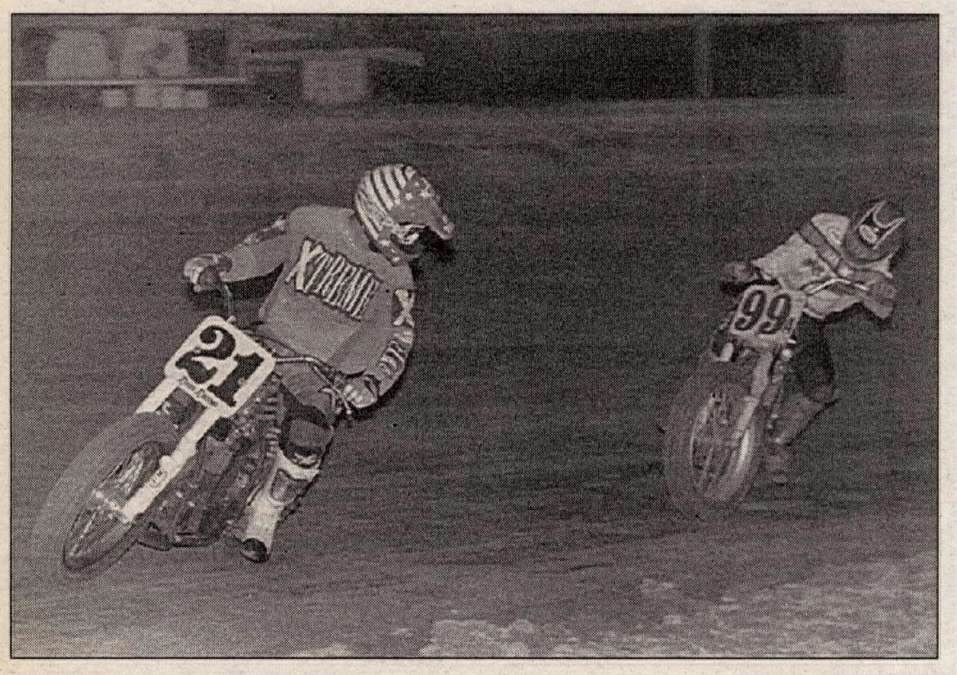
125 A: 1. Ryan Clark (Suz); 2. Isaiah Johnson (Kaw).

250 A: 1. Isaiah Johnson (Kaw); 2. Ryan Clark (Suz).

OPEN A: 1. Ryan Clark (Suz); 2. Isaiah Johnson (Kaw).

30+ A: 1. Bear Hensley (Suz); 2. Randy Nimrod (Kaw); 3. Tracy Cubbering (Hon); 4. Charles Breckenridge; 5. Randy Wysocki (Kaw).

125 B: 1. B.B. Carter; 2. Nicholas Marx; 3. Levi Ballog (Yam); 4. Chad Thacker (Kaw); 5. Paul Conklin (Kaw).



(Left) Roger Durkee (69) took a runaway Expert-class win for the fourth year in a row, at the Rochester (New Hampshire) Fairgrounds.
(Bottom Left) Jim Hollister (21), winner of the 600cc A and Over 30 classes, takes a look back to check on second-place 600cc A finisher Mike McKee (99A) at the Trail-Way Speedway in Hollister, Pennsylvania.

50 B: 1. Isaac Medina (Yam); 2. Levi Ballog (Yam); 3. Nick Cano; 4. Jerrett Guillory (Hon); 5. J. McMurrough.

OPEN B: 1. Isaac Medina (Yam); 2. Jerrett Guillory (Hon); 3. B.B. Carter; 4. J. McMurrough; 5. McLain Prawitz (Yam).

30+ B: 1. Larry Curran (Yam); 2. Steve Basin (Yam); 3. Mike Hotchkiss (Yam).

125 C: 1. Michael Fortenberry (Yam); 2. Dustin Cashman (Yam); 3. Jerry Hicks (Suz); 4. Richard Samberson (Yam); 5. Clint Pilgrim (Kaw).

250 C: 1. Caleb Waller (Kaw); 2. David Sievers; 3. Clint Pilgrim (Kaw); 4. Mike Geilenfeldt (Yam); 5. Clark Howard (Yam).

OPEN C: 1. Caleb Waller (Kaw); 2. Michael Fortenberry (Yam); 3. Jerry Hicks (Suz); 4. Dustin Cashman (Yam); 5. Clark Howard (Yam).

125 BEG: 1. Steve Harrison (Kaw); 2. Gilbert Garcia (Hon); 3. Michael Prawitz (Suz); 4. Jackson Cerkleski (Suz); 5. Jubel Jones (Kaw).

250 BEG: 1. Bill Maier; 2. Don Gray (Yam); 3. Heath Fowler (Suz).

S/MINI OPEN 1: 1. Justin Buckelew (Yam); 2. Ivan Tedesco (Kaw); 3. Daxin Hardage (Kaw); 4. Aaron Johnson (Kaw); 5. Steven Guinn (Yam).

S/MINI B 2: 1. Derek Coker (Kaw); 2. Ronnie Smith (Kaw); 3. Daniel Martinez; 4. Anthony Montoya; 5. Russell Benjamin (Kaw).

80 OPEN: 1. Ivan Tedesco (Kaw); 2. Kevin Johnson (Yam); 3. Aaron Johnson (Kaw); 4. Steve Guinn (Yam); 5. Daxin Hardage (Kaw).

80 B: 1. Tyson Brown (Suz); 2. Dustyn Marsing; 3. Chad Ruggles.

80 C: 1. Jason Wallace (Kaw); 2. Ronnie Smith (Kaw); 3. Derik Coker (Kaw); 4. Chris Jones (Kaw); 5. Mitchell Le Query.

80 BEG: 1. Daniel Martinez; 2. Nicholas Blatt; 3. Jeremiah Priest (Kaw); 4. Mark Graddy (Kaw); 5. Tony Martinez.

S/MINI 60 C: 1. Tony Martinez; 2. Zack Dyer (Kaw); 3. Mark Graddy (Kaw); 4. Matt Gentry (Kaw); 5. Amy Smith.

60 BEG: 1. K.C. Henthorn (Lem); 2. Ryan Johnson (Kaw); 3. Tanner Higdon (Kaw); 4. Nicholas Vargo (Kaw); 5. Kenneth Payne (Kaw).

60 B (7-9): 1. Zack Dyer (Kaw); 2. Mark Graddy (Kaw); 3. Bradley Graham; 4. Jeremiah Priest (Kaw).

60 OPEN (10-11): 1. Tony Martinez; 2. Moss Halladay (Kaw); 3. Logan Schimke (Kaw); 4. Derrick Brennan; 5. Jesse Jojola (Kaw).

S/MINI 50 MOD: 1. K.C. Henthorn (LEM); 2. Bradley Graham; 3. Ryan Wilson; 4. Joshua Marsing; 5. Mitchell Martinez.

P/W STK 1 (4-6): 1. Jason Wright (LEM); 2. Ryan Szabo (LEM); 3. Joseph Garcia (KTM); 4. Jason Fleming; 5. Daniel Fleming.

P/W STK-2 (7-8): 1. K.C. Henthorn (LEM); 2. Ryan Wilson; 3. Bradley Graham; 4. Mitchell Martinez; 5. Bradley Brennan.

P/W STK-3 (4-8): 1. Chad Craner; 2. Christopher Payne (Yam); 3. Hunter McGuire (Yam); 4. Matthew Austin; 5. A. Florentino (Yam).

P/W OPEN: 1. K.C. Henthorn (LEM); 2. Ryan Wilson; 3. Bradly Graham; 4. Joshua Marsing; 5. Bradley Brennan.

Racine races to the win at Rochester Dirt Track

By Sabrina Thomas
Photo by Deb Martin

ROCHESTER, NH, JUNE 14
Patric Racine took top honors in the 600cc Pro-Am class at the Rochester, Fairgrounds in the second of seven half-mile events in the Northeast Professional Dirt Track Series.

Jim Myrick initially led the pack in the 600cc Pro-Am feature, but Racine soon made his way past Myrick to take the lead. Aaron Creamer moved from fourth place into second place by lap six, and Racine held on for the win. Creamer sneaked by Myrick for second spot.

Steve Pouliot dominated the 883cc class early on, rolling into first position after a brief encounter with Paul Normandin during the last few laps.

Roger Durkee took a runaway Expert-class win for the fourth year in a row.

Results

250 PRO AM: 1. Bob Weiss (Hon); 2. Mike Gurda (Kaw); 3. Chris Gurda (Suz); 4. Don Prevost (Hon); 5. Mark Thomas (Hon).

600 PRO AM: 1. Patric Racine (Rot); 2. Aaron Creamer (Rtx); 3. Jim Myrick (Rtx); 4. Francois Dumas (Rtx); 5. Bob Weiss (Rtx).

883: 1. Steve Pouliot; 2. Paul Normandin; 3. Bob Gette; 4. Buddy Ford; 5. James McIlvenia.

600/750 EX: 1. Roger Durkee (Rtx); 2. Duane Veeder (ATK); 3. Claude Racine (Rtx); 4. Shawn Clark (H-D); 5. Morgan Coolbeth (H-D).

Hollister hot at Trail-Way ST

By Len Breech

HANOVER, PA, JUNE 22
With the coming of summer, Jim Hollister used the warmer temperatures to get his "old body" heated up, taking his second straight Trail-Way Speedway short track double in the 600cc A and Over 30 classes.

After easily winning the Over 30 class in front of Bob Sweeten and Todd Stith, Hollister got a good start in the 600cc A class, leading Roy Miller, Tom McGrane Jr., and Sweeten. While Hollister started to pull away, the other three battled hot and heavy for second until the fourth lap when McKee shot into second after starting on the penalty line. After getting free of the pack, McKee started to slice into Hollister's margin. McKee got closer to Hollister throughout the following laps and the two riders crossed the finish line side by side, Hollister winning by inches.

McKee didn't try to anticipate the start of the 250cc A and held down the lead over Rich Mellinger, with Sweeten, Donnie Mullen and Rusty Eves following behind in a spirited battle for third. As McKee began to pull away, Sweeten took control of third, but a bobble off the second turn of the sixth lap let Mullen pass by for third. Bruce Ingram moved up to challenge Eves for fifth, taking it by a few feet at the finish.

Nick Lipira was the first 85cc out of the second turn, followed by Chris Klinefelter, Jason Isennock and Jared Mees. Klinefelter put his bike in front at the end of the lap and started to pull away. By the third lap Mees has taken over third, and got by Lipira for second on the fifth lap.

Ben Miller was the first 125cc out of the second turn, followed by Raun Wood and Jake Johnson. Johnson took second at the end of the second lap and put pressure on Miller for the lead. Johnson took the lead with two laps remaining but was forced to battle side-by-side with Miller for the rest of the race, neither rider wanting to give an inch. As they entered the final turn they encountered a lapped rider. Johnson went high while Miller went low, and Miller took the win by inches.

Ken Miller took the 250cc B lead away from Will Russell, Scott Armstrong, and Bruce Miller. Russell and Bruce Miller were quickly by Armstrong, with Russell moving up on Ken Miller. Russell took the lead at the halfway mark as they navigated through lapped traffic, and held on to the lead until he crossed the finish line despite Miller's repeated attempts to steal the win away.

Results

40+: 1. Bob Babcock (Rtx); 2. Jeff Sassaman (Hon); 3. Tim Russell (Rtx); 4. Robert Hildebrand (Hon).

125 B: 1. Ben Miller (Yam); 2. Jake Johnson (Hon); 3. Raun Wood (Yam); 4. Ryan Babcock (Yam); 5. Jeremiah Tyeryar (Hon).

SPTSMN: 1. Tom McGrane Jr. (Rtx); 2. Ace Phillips (Rtx); 3. Phil Libhart (Rtx); 4. Donnie Mullen (Rtx); 5. Dale Verzi (Kaw).

30+: 1. Jim Hollister (Rtx); 2. Bob Sweeten (Rtx); 3. Todd Stith (Rtx); 4. Bob Babcock (Rtx); 5. Brian Eckhart (Rtx).

55 (4-6): 1. Chad Uhler (Yam); 2. Brandon Robinson (Yam); 3. John Lewis (Itj); 4. Evan Baer (Yam); 5. Tim Penrose (Yam).

600 B: 1. Bryon Germer (Hon); 2. Will Russell (Yam); 3. Will Slade (Hon); 4. Sam Winters (Yam); 5. Marlin Winters Jr. (Yam).

55 (7-8): 1. Leroy Bussey (Yam); 2. Frank Locke (LEM); 3. John Davis (Cob); 4. Nicholas Krause (LEM); 5. Jeff McManus (Yam).

65: 1. Jared Mees (Kaw); 2. Bryan Douglas (Kaw); 3. Jason Isennock (Kaw); 4. Michael Brown (Kaw); 5. Leroy Bussey (Kaw).

250 B: 1. Will Russell (Yam); 2. Ken Miller Jr. (Yam); 3. Bruce Miller (Hon); 4. Scott Armstrong (Rtx); 5. Ben Miller (Cag).

600 A: 1. Jim Hollister (Rtx); 2. Mike McKee (Rtx); 3. Roy Miller (Rtx); 4. Tom McGrane Jr. (Rtx); 5. Bob Sweeten (Rtx).

85: 1. Chris Klinefelter (Hon); 2. Jared Mees (Kaw); 3. Nick Lipira (Hon); 4. David Farbman (Hon); 5. Raymond Lied (Hon).

250 A: 1. Mike McKee (Suz); 2. Rich Mellinger (Yam); 3. Donnie Mullen (Hon); 4. Bob Sweeten (Kaw); 5. Bruce Ingram (Yam).

Stamm storms Pleasure Riders hillclimb

By Kevin Northrup

WESTVILLE, IL, JUNE 29
Marc Stamm picked up his fourth fast time of the still-young 1996 season with a 3.169-second run while on his way to a 500cc-class victory at the Pleasure Riders Hillclimb in Westville, Illinois.

The season-long fast-time wars continued in the always hotly contested 500cc class. Jason Northrup, riding early in the class, delivered a holeshot and jumped over the second breaker, topping the hill in 3.288 seconds to take the class lead and move up on the fast-time bubble. Northrup remained on top until Stamm launched over the double, landed with throttle on and flew over the top of the hill in an incredible 3.169 seconds; a time that held up for the class win and the fast-time trophy.

Andy Former finished third based on his first-round 3.552-second ride, while Luke Haas was just behind him with a 3.589-second run.

In 750cc-class action, Northrup exploded out of the hole and shot over the top in 3.189 seconds, just shy of Stamm's 3.169-second fast time. Kaleb Northrup took second place ahead of Scott Petty.

John Hillard picked up his fifth Open-class win of the year and extended his season points lead with a fine 3.935-second run. Jack Thompson, making his first appearance in 1996, rode to a second-place trophy in 4.450 seconds, while Robert Umikis finished in third place with a 5.227-second time.

Anthony DeHart, only four weeks out of a leg cast, picked up his second win in three climbs in the 85cc class with a 5.401-second time. David Peirson continued his unbeaten season in the 200cc class with a 4.672-second run.

Brent Stewart was the only 250cc-class rider to break into the 3s, and he won the first-round ride on his superfast YZ250 while Paul Hackbarth tightened up the 400cc points race by claiming the win with a 4.427-second ride.

In Senior (40+) action, Bob Glenn picked up his third win of the season with a 4.544-second time. Roger Hackbarth picked up second place and Chuck Heng claimed third. Current class points leader Craig DeHart finished fourth.

In class action, none of the Micro Mini 50cc Automatics were able to get over the steep first breaker, but Zachary Duncan came the closest with a 21-foot climb to claim the win. Alan Petty rode 19 feet for second place, while Mark Matthews got 16 feet for third.

Results

AUTO: 1. Zachary Duncan (Suz); 2. Alan Petty (KTM); 3. Mark Matthews (Suz); Justin Trent (Yam); 5. Randy Williams (Yam).

85: 1. Anthony DeHart (Hon); 2. Cody Mason (Yam); 3. Jackie Mason II (Hon); 4. Tate Pearson (Kaw); 5. Matt Weaver (Kaw).

200: 1. David Peirson (Kaw); 2. Mark Schroeder (Kaw); 3. Andy Fortner (Yam); 4. Mark Goodman Jr. (Kaw); 5. Mark Goodman Sr. (Kaw).

250: 1. Brent Stewart (Yam); 2. Roy Senaldi (Yam); 3. Andy Fortner (Suz); 4. Jackie Mason II (Hon); 5. Mark Schroeder (Yam).

400: 1. Paul Hackbarth (Yam); 2. Marc Stamm (Yam); 3. Tracy Green (Yam), 4. Doug Campbell (Hus); 5. Paul Hillard (Yam).

500: 1. Marc Stamm (Hon); 2. Jason Northrup (Hon); 3. Andy Fortner (Hon); 4. Luke Haas (Hon); 5. John Scroggins (Hon).

750: 1. Jason Northrup (Kaw); 2. Kaleb Northrup (Kaw); 3. Scott Petty (Yam); 4. Bob Glenn (KTM); 5. Jim Hillard (Kaw).

OPEN: 1. John Hillard (H-D); 2. Jack Thompson (Hon); 3. Bob Umikis (Kaw).

SR: 1. Bob Glenn (KTM); 2. Roger Hackbarth (Hon); 3. Chuck Heng (Kaw); 4. Craig DeHart (Hon).

Stamm slams at Pleasure Riders Hillclimb

By Bud Northrup

CAYUGA, IN, JUNE 30
The fearless riding style that has garnered Marc Stamm fast-time awards in the past resulted, this time, in a head-first crash that drove Stamm into the Pleasure Rider hillclimb's ground, causing a broken collarbone.

Stamm's ride, however, did hold up as the fast time, his fifth of the year and second in two days.

Stamm ran early in the 500cc class, producing the superfast 3.222-second time. No one came close to matching Stamm's performance, perhaps because no one was all that anxious to risk following Stamm to the hospital. Jason Northrup came closest with a 3.468-second time, followed by Andy Former in third place with a 3.630-second run.

Northrup launched over the 'doubles' in the 750cc class to take the class win with a very good 3.456-second time, recording his eighth 750cc-class win of the season. Kaleb Northrup took second place for the second time during the weekend with a time of 4.382 seconds, and Bob Glenn took third place in 4.865 seconds.

John Hillard claimed yet another Open-class win with a very good 4.109-second run. Bob Umikis came in second, and Bob Glenn took his second Senior-class win of the weekend with a 5.252-second time. Current class point leader Craig DeHart rode over in 5.351 seconds for second place, followed by Roger Hackbarth, turning a 5.516-second run.

In 200cc action, David Peirson continued his perfect season with a winning time of 4.475 sec-

onds. Mark Schroeder stopped the clock in 4.802 seconds for second place, and Mark Goodman, Jr. posted a 4.908-second time for third place.

Mason slowed Brent Stewart's campaign for his 12th straight D-17 250cc title by making himself the only rider in the class to break into the 3s, delivering a good 3.987-second time for the win. Senaldi posted his second second-place ride of the weekend with a 4.045-second ride, while Stewart turned in a 3.065-second time.

David Peirson picked up his second win of the day, taking the 400cc-class win with a 4.068 second run. Tracy Green recorded a good 4.105-second run for second place, with Steve Shafer close behind with a 4.113-second ride.

Zachary Duncan was the only Micro Mini to get his 50cc Automatic over the first breaker, then charged an incredible 86 feet up the hill to take the win. Alan Petty rode 19 feet for second place, while Randy Williams took 16 feet for third.

Anthony DeHart claimed his second win in the 85cc class in two many days, turning in a good 5.279-second run. Current class points leader Jackie Mason placed second with a 5.391-second run, while Matt Weaver stopped the clock in 5.417 seconds.

Results

AUTO: 1. Zachary Duncan (Suz); 2. Alan Petty (KTM); 3. Randy Williams (Yam); 4. Mark Matthews (Suz).

85: 1. Anthony DeHart (Hon); 2. Jackie Mason (Hon); 3. Matt Weaver (Kaw); 4. Tate Pearson (Kaw); 5. Cody Mason (Yam).

200: 1. David Pierson (Kaw); 2. Mark Schroeder (Kaw); 3. Mark Goodman Jr. (Kaw); 4. Mark Goodman Sr. (Kaw); 5. Dale Williams (Suz).

250: 1. Jackie Mason (Hon); 2. Roy Senaldi (Yam); 3. Brent Stewart (Yam); 4. Andy Fortner (Suz); 5. Nick White (Hon).

500: 1. Marc Stamm (Hon); 2. Jason Northrup (Hon); 3. Andy Fortner (Hon); 4. David Thompson (Hon); 5. John Scroggins (Hon).

750: 1. Jason Northrup (Kaw); 2. Kaleb Northrup (Kaw); 3. Bob Glenn (KTM); 4. Steve Jones (Tri); 5. Jim Hillard (Kaw).

OPEN: 1. John Hillard (H-D); 2. Bob Urnikis (Kaw).

SR: 1. Bob Glenn (KTM); 2. Craig DeHart (Hon); 3. Roger Hackbarth (Hon); 4. Chuck Heng (Kaw).

400: 1. David Peirson (Hus); 2. Tracy Green (Yam); 3. Steve Shafer (Yam); 4. Paul Hackbarth (Yam); 5. Marc Stamm (Yam).

Gette gets first at Canaan USA Speedway

By Sabrina Thomas
Photo by Deb Martin

CANAAN, NH, JUNE 15

Bob Gette got it good in the 883cc class at the Sideways Promotions short-track race in Canaan, New Hampshire, by riding smoothly to the win.

Francois Dumas was the first rider to dive into turn one of the 883cc feature. His lead, however, was short-lived as James McIlvenia slipped under Dumas for the lead in the next lap. Gette made his way into second position, then passed McIlvenia to take over the lead position in the front straight by the half.

As Gette widened his lead, Dumas moved into second place but could not catch the smooth-riding Gette and had to settle for second place behind him.

The Super Senior feature was another notable race, John Hildebrand taking the holeshot only to have Dave Bettencourt go low and pass him in the fourth corner. Bettencourt then led the field, with Stu Rose and Don Prevost just behind. Prevost pulled out in second, but could not get by Bettencourt's line. At the finish it was Bettencourt in first, followed by Prevest in second and Rose in third.

Results

50 (4-6): 1. Tim Laviolette (KTM); 2. Tyler MacDonald (KTM); 3. Corey Robert (Yam); 4. Justin Cadieux (Suz); 5. Dylan Wilcox (Yam).

50 (7-8): 1. Zach Carson (Yam); 2. Walter Komisarek (Cob); 3. Lucas Olszowy (KTM); 4. Wes Crawford (KTM); 5. Johanns Creamer (Yam).

60: 1. Tyson Ouelette (Kaw); 2. Joey Reddington (Kaw); 3. Donovan Lefevre (Kaw).

80: 1. Lowell Carson (Hon); 2. Thomas Newell (Kaw); 3. Shawn Coffey (Kaw); 4. Eric Satterlee (Hon); 5. Craig Hall (Kaw).

80 KNBY: 1. Donovan Lefevre (Suz); 2. John Wallin (Hon); 3. Eric Conun (Kaw); 4. A.J. George (Hon).

125 AM: 1. Josh Velicky (Hon); 2. Dean Sullivan (Hon); 3. Matt Coop (Hon); 4. Robert DuBord (Suz); 5. Al Guilbeault (Yam).

250 AM: 1. Michael Lounsbury (Hon); 2. Don Prevest (Hon); 3. Curt Friend (C-A); 4. Don Ryan (Yam); 5. Steve Hilton (Kaw).

250 EX: 1. Keith Jacobson (Hon); 2. Justin Velicky (Yam); 3. Mike Gurda (Kaw).

L/W VINT: 1. Henry Landry (Bul); 2. Mark Thomas (Oss); 3. Bart Chamberlain (Hon); 4. Dave Bettencourt (Hon); 5. John Martel (Oss).

H/W VINT: 1. Dave Bettencourt (Bul); 2. Henry Landry (BSA) 3. Jonathan Brock (Bul); 4. John Hildebrand (Tri); 5. Butch Walsh (Yam).

SR: 1. Jim Myrick (Rtx); 2. Bart Chamberlain (Hon); 3. Fred Broshjeit (Yam); 4. Don Ryan (Yam); 5. Dave Hoar (Hon).

S/SR: 1. Dave Bettencourt (Bul); 2. Don Prevest (Hon); 3. Stuart Rose (Hon); 4. Alan Niles (Rtx); 5. Bob Halliday (Hon).

883: 1. Bob Getter; 2. Francois Danas; 3. James McIlvenia; 4. Buddy Ford; 5. Charlie Supemant.

OPEN AM: 1. Michael Lousnbury (Rtx); 2. Curt Friend (Yam); 3. Don Prevest (Hon); Fred Broshjeit (Yam); 5. Stuart Rose (Hon).

OPEN EX: 1. Roger Durkee (Rtx); 2. Keith Jacobsen (Rtx); 3. James McIlvenia (Rtx); 4. Morgan Coolbeth (Rtx); 5. Bob Gefte (Rtx).

Bob Gette (97) took the 883cc win at the Canaan USA Speedway in Canaan, New Hampshire, battling second-place finisher Francois Dumas (not shown) and third-place finisher James McIlvenia (60T).

Hardey charges at Rockin' Bar M Ranch Motocross

By Scooter Bell

NEWTON, KS, JUNE 29

Ron Hardey won the Veteran Over 30 class at the Rockin' Bar M Ranch in Newton, Kansas despite a bad start in the first moto.

Greg Gilman took advantage of traffic to pull out a win in the first moto of the Vet Over 30 class, but Hardey was close behind for second and Pat Metcalf closed in on the third finishing spot. Randy Smith had been running up front, but crashed and could not make up enough ground by the time the checkered flag came out.

The second 45-minute moto started with Hardey and Smith out front. Gilman passed Smith for second but could not close in on Hardey, who took both the second-moto win and the overall win. Gilman held off Smith for second, and Metcalf finished fourth. Metcalf took the third overall spot with 3-4 finishes, while Mike Tucker and Steve Schlesener took fourth and fifth, respectively.

One of the best races of the night was the 80cc Senior class, in which Jeremy Tucker ran a perfect race to win the overall. The first moto began with Philip Williams and Brett Mackey out front, but midway through the moto Williams' rear tire went flat and left only Mackey and Tucker to battle for the top spot. Tucker won the race, with Mackey in second and Justin Ingram in third. Williams had to settle for fourth.

In the second moto it was a three-way battle for the lead between Tucker, Williams, and Mackey. They raced hard but the order did not change as Tucker won the overall with his 1-1 finishes. Mackey took second, followed by Williams in third and Ingram in fourth.

Results

P/W: 1. Josh Gilman (KTM); 2. Sydney Waner (Yam); 3. Brandon Divine (Yam).

60: 1. Faron Cotten (Kaw); 2. Rock Cotten (Kaw).

80 (7-11): 1. Blake Dunn (Suz); 2. Dusty Herring Jr. (Suz); 3. Jessica Divine (Yam).

80 (10-15): 1. Jeremy Tucker (Yam); 2. Brett Mackey (Kaw); 3. Philip Williams (Hon); 4. Justin Ingram (Suz).

125 NOV: 1. Shannon Hudson (Kaw); 2. Jason Rouse (Hon); 3. Jerry Balman (Hon); 4. Martin Howland (Yam); 5. Kelcey Church (Yam).

125 INT: 1. Bobby Bills (Suz).

125 PRO: 1. Marc Gifford (Suz); 2. Dennis Burnett (Hon).

250 NOV: 1. Jason Balman (Kaw); 2. Chad Schlicht (Hon); 3. Todd Washburn (Hon).

250 INT: 1. Carl Keough (Yam); 2. Scooter Bell (Yam).

250 PRO: 1. Jeff Hedden (Suz); 2. Rick Cotten (Kaw); 3. Dave Hicks (Yam); 4. Troy Barker (Suz); 5. Brett Henry (KTM).

VET (30+): 1. Ron Hardey (KTM); 2. Greg Gilman (Hon); 3. Pat Metcalf (Kaw); 4. Pat Metcalf (Kaw); 5. Steve Schlesener (Hus).

VET (40+): 1. Harold Beavers (Hon); 2. George Stout (KTM); 3. Gary Hershberger (Yam); 4. Ray Keough (KTM); 5. Bill Everett (Kaw).

P-VINT: 1. Brandon Puckett (Hon); 2. Andy Stout (Yam); 3. Casson Schmidt (Kaw); 4. Dave Benson (Suz); 5. Troy Sull (Kaw).

P-VINT: 1. Leo Divine (Kaw)

VINT: 1. James Higgins (Yam); 2. Joshua Hess (Yam).

Fiscel fastest at Cambridge VDTRA TT

By Tim McBride

CAMBRIDGE, MN, JUNE 30

Rickey Fiscel sped to victory in the Pro Twin division at the tourist trophy dirt track race held in Cambridge, Minnesota, fighting off a relentless Johnny Isaacs for the top position.

The start of the Pro Twin feature saw Isaacs in the lead with Fiscel, Steve Boggs and John Fike in tow. Isaacs and Fiscel were soon locked in a titanic battle for the number-one spot that carried them away from Boggs and Fike, who were engaged in a close dice of their own. On lap three, Fiscel flew past Isaacs over the start/finish-line jump to move into the lead. Although Fiscel would garner the victory two laps later, his rear fender was still raw from Isaacs' relentless pursuit. Boggs held off Fike to finish third.

Local contingent Tom Mason grabbed the lead in the 600cc Amateur final ahead of Bill Snyder, J.C. Clark, Joe Blackwell and Ron Leeman. Snyder performed an inside pass on Mason in turn two to take over the front position on the second lap. Mason pressured Snyder to the end in the hopes of triggering a mistake, but the veteran Snyder rode a solid race to earn the win. Clark finished third.

In the Twin Amateur class, Doug Stewart stole the win from race leader Mike Meyer. With one lap to go, Stewart sped past Meyer as they flew over the start/finish-line jump. Mike Stone and Joe Blackwell finished third and fourth, respectively.

Local legend Tom Robertson led most of the first lap of the Over 50 final before being passed by Frank Guinn. Fred Schritt followed suit and as the checkered flag flew it was Guinn winning by a straightaway over Schritt, Robertson and Andy Nelson.

Results

PRO TW: 1. Rickey Fiscel; 2. Johnny Isaacs; 3. Steve Boggs; 4. John Fike.

50+: 1. Frank Guinn; 2. Bill Schritt, 3. Tom Tobertson; 4. Tom Laird.

TW AM: 1. Doug Sterwart; 2. Mike Meyer; 3. Mike Stone; 4. Joe Blackwell; 5. Ron Leeman.

SGL AM: 1. Bill Snyder; 2. Tom Mason; 3. J.C. Clark; 4. Joe Blackwell; 5. Ron Leeman.

40+: 1. Frank Guinn; 2. Bill Schritt; 3. Tom Robertson; 4. Andy Nelson.

Brisbin blasts Cambridge TT

By Tim McBride

CAMBRIDGE, MN, JUNE 30

Ron Brisbin seems to have finally tamed his recently purchased 600cc Rotax powerplant, picking up his first big win of the season in the highly competitive Open B class during the Cambridge TT.

As the Open B main event got under way it was Brisbin in control right from the start with Tim Gregory, Tim Zemanovic, last year's winner Marcus Bauer and Jim Jaruszuwski in hot pursuit. Jaruszuwski crashed out of contention on the first lap. Meanwhile, Brisbin began to open up a sizable margin over the battle for second raging between Gregory and Zemanovic. Brisbin maintained a comfortable margin while on his way to the winner's circle. Zemanovic slid past Gregory on the last lap, but as they charged to the high-speed start/finish jump Gregory answered back by launching past Zemanovic in midair to finish second. Bauer held on for third.

Steve Boggs finally put a stop to Buzz Arndt's season-long reign of terror in the Over 50 class. Boggs pulled the holeshot ahead of Arndt, Phil Little and Charlie Langland. Boggs was continuously hounded by Arndt as the laps clicked away and the two riders put some distance on the rest of the field. Boggs eventually prevailed, bringing Arndt's winning streak to an end. Little and Langland finished third and fourth, respectively.

Eight-year-old Cody Swenson shook off a nasty heat-race spill and courageously returned for the Mini Senior-class main event. Swenson scored the win ahead of heat-race winner Jesse Alto and Ashlee Sullivan.

Results

OPEN PRO: 1. Billy Hoffmiester; 2. Verdeen Langland; 3. Eric Brouhard; 4. Dan Zitur; 5. Tim Zemanovic.

OPEN B: 1. Ron Brisbin; 2. Tim Zemanovic; 3. Tim Gregory; 4. Marcus Bauer; 5. Jim Jaruszewski.

NOV: 1. Randy Riley; 2. Robert Becker; 3. Greg Schmidt; 4. Doug Deering; 5. Aaron Helget.

250 PRO: 1. Verdeen Langland; 2. Tim Zemanovic; 3. Marcus Bauer; 4. Dave Wandinger; 5. Jim Jaruszewski.

30+: 1. Tim Gregory; 2. Dave Wandinger; 3. Doug Sullivan; 4. Andy Nelson.

40+: 1. Buzz Arndt; 2. Daryl Pangerl; 3. Bill Snyder; 4. Tom Mason; 5. Randy Riley.

VINT SGL: 1. Tom Mason; 2. Bill Snyder; 3. Daryl Pangerl; 4. Phil Little IV; 5. Doug Sullivan.

VINT TW: 1. Buzz Arndt; 2. Randy Riley; 3. Tom Robertson; 4. Doug Sterwart.

85: 1. Adam Henrichs; 2. Verlon Langland; 3. Anthony Gardner; 4. Willie Broten; 5. Cory Solnitski.

65: 1. Anthony Gardner; 2. Shawn Burr; 3. Josh Koch; 4. Troy Solnitski; 5. Jacob Mataya.

MINI SR: 1. Cody Swenson; 2. Jesse Alto; 3. Ashlee Sullivan.

MINI JR: 1. Kevin Anderson; 2. Alex Gardner; 3. Keith Swenson; 4. Nick Mataya.

Young, Cox make the right moves in Milton Supercross

By Neal R. Thomas

MILTON, FL, JUNE 29

Both Daniel Young and Jackie Cox won their heat races and went on to win the main events in their classes at the West Florida MX park in the third of 10 rounds in the Summer SX series.

Young made his victory look easy in the 250cc B class, and Cox looked convincing in the Hobby class. Young holeshot the 250cc B heat race, followed by Russell Welch, Phillip Wilkinson, and Tony Vitale. There was no shortage of action behind Young's breakaway, especially with the slightly wild but fast John Lowzay jetting his bike from fifth to second position on the first lap.

Wilkinson was on the move also, passing Welch just before Lowzay did. Wilkinson bobbled and droped back a few positions on the third lap when Lowzay cased an infield triple, barely saving it but letting Welch and Ricky Steverson by. The race looked good for Welch until first Wilkinson and then Lowzay recovered and made passes on him. But the action wasn't quite over as Lowzay squeezed by Wilkinson to set up a close finish for the riders behind the long-gone Young. Lowzay took second, followed closely in third by Wilkinson.

Young also holeshot the 250cc B main event, followed by Wilkinson, Vitale, Lowzay, Welch, and Steverson. The pack stayed close to Young with less in-fighting and smoother riding than had occurred in the first moto. Vitale, however, went down hard while in third after casing a large step-up and re-entered in sixth.

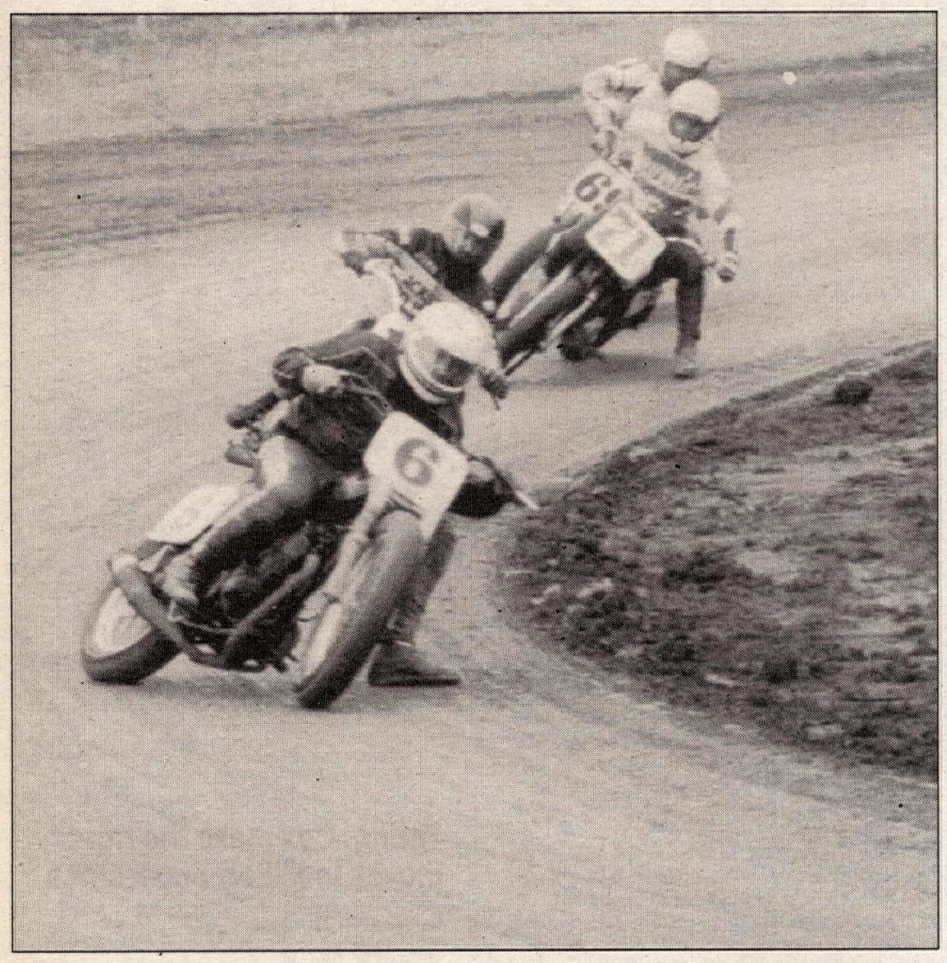
On the third lap Welch made an excellent inside pass on Steverson. The positions remained the same for the extent of the race except for a heart-stopping pass on Wilkinson by Lowzay in the sharp left-right after the infield triple.

The checkers came out with Young in front pursued by a closing Lowzay in second, and Wilkinson in third.

The start of the Hobby-class heat race looked like a sea of bikes, all of which saw James Stankard shoot out in front followed by Jackie Cox, Richard Jernigan, Scott Armstrong, and Daniel Spivey. By the second turn Cox had passed Stankard for first and set sail for the checkers. Armstrong made a pass on Jernigan in the woops to take over third behind Stankard, but by the completion of lap one the order had reshuffled, with the exception of race leader Cox, who remained in front.

Not until Jernigan passed to second followed by Armstrong and Stankard did the race order stabilize; riders holding their positions well. Cox brought it across the line in first, ahead of second-place finisher Armstrong. Jernigan finished in third and Stankard in fourth.

Stankard holeshot the Hobby-class main event as he did the heat, but this time he had breathing room ahead of heat-race winner Cox, who was in fourth position behind Jernigan and Rick Thomas. But by their first time past the grandstands Cox had already put moves on Jernigan and Thomas to take over second. He then put pressure on Stankard in the turns until Stankard almost fell in the turn after the



Winner Tom Sisson (6) leads the hotly-contested Semi-Pro Money class in round three of the GFTL Dirt Track series in Carnesville, Georgia, under pressure from second-place finisher Rod Burr (hidden) and third-place finisher Darrell Bryant (71).

whoops, catching himself only after Cox had slipped by on the inside. This gave Danny Morgan and Armstrong a chance to catch and challenge Stankard. Stankard and Morgan then hooked up and pulled away from Armstrong. Stankard suddenly seemed to find his stride in the corners, and pulled away from Morgan.

The checkers came out with Cox in front and Stankard in second, Stankard under heavy pressure from third-place finisher Armstrong.

Results

P/W B: 1. Cole Boutwell; 2. Zac Crum; 3. Joshua Ashe; 4. Gary Weets.

P/W C: 1. Dustin Land; 2. Josh Dollar; 3. D.K. Holbrook; 4. Jacob Boudreaux; 5. Skyler Woolard.

P/W D: 1. Ian McLean; 2. Corey Emmons; 3. John Chapman; 4. Justin Kiley; 5. Dustin Haley.

JR MINI: 1. Cole Boutwell; 2. James Stephens; 3. Mitchell Snagelski.

60 BEG: 1. Clinton Arnold; 2. Gary Weets; 3. Brandon Bell; 4. Blake; 5. Karl Harrison.

80 B: 1. Hal Martin; 2. Colenn Hebert; 3. Brian Young.

80 C: 1. John Melton; 2. Curt Ward; 3. Jim Kolasa; 4. Rodney Allen; 5. Murry Mapoles.

80 D: 1. Jarrett Smith; 2. Jason Brown; 3. Noah Dickens; 4. Clayton Arnold; 5. Dustin Goings.

125 MNY: 1. Ricky Palmer; 2. Kevin Cagle; 3. Beau Seifert; 4. Ronnie Ramiscal; 5. Don Hedrick.

125C: 1. Don Hedrick; 2. Mike Ingham; 3. Robert Blackmon; 4. Vincent Barbera; 5. Nick Laubac.

250 MNY: 1. Ricky Palmer; 2. Kevin Knight; 3. Eric Elam; 4. Daniel Young; 5. Joey Silcox.

250 B: 1. Daniel Young; 2. John Lowzay; 3. Phillip Wilkinson; 4. Russell Welch; 5. Ricky Steverson.

250 C: 1. Darren Joyner; 2. Chad Duran; 3. Gill McLane; 4. Johnny Kozain; 5. Mike Jones.

250 D: 1. Jason Smith; 2. Angus Sowell; 3. Marshall Decker; 4. David Hunter; 5. Chris Chartier.

VET B: 1. Bob Riker; 2. Scott Duke; 3. Craig Woolard; 4. James Stinson; 5. Tony Vitale.

VET C: 1. Gill McLane; 2. Dana Barberi; 3. Jeff Jessup; 4. Jason Gentry; 5. R. Dean.

HBBY: 1. Jackie Cox; 2. James Stankard; 3. Scott Armstrong; 4. Rick Thomas; 5. Richard Jernigan.

Morehead heads Buckeye Speedway

By Len Breech

ORRVILLE, OH, JUNE 28

Steve Morehead took the 750cc Expert runaway win at the Buckeye Speedway Regional in Orrville, Ohio, his first such win in two years.

"I was just having fun," said Morehead. "It was slick for the first few laps after the water. I saw George almost fall off on the pace lap."

Morehead won the first qualifier, keeping Ian Segedy and Jason Fletcher and the dusty raceway in check. Regional points leader George Roeder also collected a heat win, but with some difficulty.

"We hadn't touched the bike since Norwalk," Roeder said. "We fired it up and broke the gear box. We changed the transmission and here we are."

Kevin Varnes and Chris Hart took control of the two 600cc Expert preliminaries. Scott Shinn, Marco Morello, Tim Eades and Mike McKee collected front-row starts with wins in the Pro-Am, 600cc, and 250cc heats, respectively.

The 250cc Pro-Am main belonged to McKee, who lead a dusty rubber-band affair from the start of the race to its premature end. Eades and Morello waited for a mistake on McKee's part that never came. With seven laps completed, Kevin Hilbert fell in turn three, bringing out the red flag and the referee's call to end the event.

Chris Hart took control of the 600cc Expert main away from pole-sitter Kevin Varnes by the end of the first tour of the slippery raceway. Hart continued to show the way for the first part of the main until Varnes regained the lead and never looked back.

Hart held on for second position, saying later, "I got tired on a new bike that is getting worked out."

The 600cc Pro Am took two tries to get under way. The first start didn't get any further than the first turn, all of the combatants trying to occupy the same track space at the same time. Bobby Decker was the recipient of the pinball action, and was up but unable to make the restart.

Shinn lead the event from flag to flag. Steve Johnson turned in one of his better rides of the year for a third-place finish, while Morello maintained his second place in the regional standings with his finish behind Shinn.

Morehead selected the inside pole position but Roeder took the lead into the first turn, eventually giving it up to Morehead, who held on to take the win.

"I'm happy with second," said Roeder, "after all of the trouble we had today. We're just getting ready for tomorrow."

Ian Segedy turned in a great ride for third, despite a broken seat.

Results

250 PRO AM: 1. Mike McKee (Hon); 2. Tim Eades (Hon); 3. Marco Morello (Hon); Joe Eades (Hon); 5. Jeremy Thompson (Hon).

600 PRO AM: 1. Scott Shinn (KTM); 2. Marco Morello (Rtx); 3. Steve Johnson (Rtx); 4. Mike McKee (Rtx); 5. Patrick Racine (Rtx).

600 EX: 1. Kevin Varnes (Rtx); 2. Chris Hart (Rtx); 3. Garth Bastian (Rtx); 4. Claude Racine (Rtx); 5. Georgie Price (KTM).

750 EX: 1. Steve Morehead (H-D); 2. George Roeder (H-D); 3. Ian Segedy (H-D); 4. Jason Fletcher (H-D); 5. Ken Yoder (H-D).

Tysor, Sisson smash GFTL Dirt Track

By John Blackstock
Photo by Wes Freeman

CARNESVILLE, GA, JUNE 21

Greg Tysor put on quite a show at the Georgia Karting Komplex in Carnesville, Georgia, finishing atop the charts in the Adult Mini, the Semi-Pro Mini, and the 200cc division in round three of the GFTL Dirt Track series as Tom Sisson made off with the Semi-Pro Money class.

Doug Whelan kept Tysor honest, but had to settle for second in both mini races. Justin Weaver got by Whelan for second in the 200cc class, but once again couldn't touch the blazing cornering speed of Tysor.

Tom Sisson got a tremendous holeshot on his 500cc in the Semi-Pro money class, an advantage that was more than any other rider could overcome. Sisson was followed by 600cc rider Rod Burr and last year's class champion Darrell Bryant, also aboard a 600cc.

Close to the halfway mark, Burr began to put some distance on Bryant and close the gap Sisson had taken at the start. As the white flag waved Burr was right on Sisson's rear fender. Unfortunately for Burr, time ran out as Sisson took the win as well as the points lead in the series. Burr crossed the line just inches behind for second, with Bryant hanging on for third and 250cc rider Chris Hemphill bringing the only two-stroke in the field up to fourth.

Action was intense from the start of 50cc (4-6) racing, Clayton Sims bouncing back from a hard crash two laps from the finish to take his first win of the season. Jonathan Pierce and Patrick Johnson piloted to second and third, respectively.

In 85cc action, Garrett Weaver continued his dominance of 1996, winning two out of three races this season. Second was the hard-charging Merritt Johnson, with Barron Behanna Jr. putting in a fine ride for third.

Results

50 (4-6): 1. Clayton Sims (Hon); 2. Jonathan Pierce (Suz); 3. Patrick Johnson (Suz); 4. Paige Hemphill (Hon); 5. Kelly Oexter (Hon).

50 (7-8): 1. Aaron Woods (KTM); 2. Barron Behanna Jr. (Yam).

50 OPEN (4-8): 1. Aaron Woods (KTM); 2. Clayton Sims (Hon); 3. Jonathon Pierce (Suz); 4. Kelly Oexter (Hon).

85: 1. Garrett Weaver (Hon); 2. Merritt Johnson (Kaw); 3. Barron Behanna Jr.; 4. Mike Remick (Hon); 5. Brian Sudderth (Hon).

100: 1. Mike Remick (Suz); 2. Merritt Johnson (Kaw); 3. Garrett Weaver (Hon).

VINT: 1. Dennis Burroughs (Bul); 2. Scott Fluck (Yam); 3. Kirk Johnson (Yam); 4. David Keith (Hon).

SR: 1. Gary Sherrad (Yam); 2. Billy Campbell (W-R); 3. DuWayne Montgomery (Yam); 4. James Hiter (Tri).

SEMI-PRO ADLT MINI: 1. Greg Tysor (Hon); 2. Doug Whelan (Hon); 3. Joel Sabin (Hon); 4. Rick Matheny (Hon).

250: 1. Gary Weaver (Yam); 2. Justin Weaver (Hon); 3. Scott Key (Bul); 4. David Keith (Hon); 5. Alan Griffin (Hon).

251 (9+): 1. Travis Woods (Hus); 2. Dennis Burroughs (Bul); 3. Gary Weaver (Yam); 4. Scott Fluck (Yam); 5. Alan Griffin (Yam).

ADLT MINI: 1. Greg Tysor (Hon); 2. Doug Whelan (Hon); 3. Joel Sabin (Hon); 4. Rick Henderson (Hon); 5. Scott Jackthuber (Hon).

200: 1. Greg Tysor (Hon); 2. Justin Weaver (Hon); 3. Doug Whelan (Hon); 4. Rick Matheny (Hon).

OPEN: 1. Travis Woods (Hus); 2. Billy Campbell (W-R); 3. John Blackstock (Yam); 4. Alan Griffin (Hon).

BRKLSS: 1. Dennis Burroughs (Oss); 2. Scott Kay (Bul); 3. Scott Fluck (BSA).

SEMI-PRO MNY: 1. Tom Sisson (Yam); 2. Rod Burr (Hon); 3. Darrell Bryant (Hon); 4. Chris Hemphill (Yam); 5. John Blackstock (Yam).

Yurkovic shines at Barona Oaks Motocross

By Homer Eubanks

RAMONA, CA, JULY 7

Steve Yurkovic triumphed over a field of 125cc Novice and Intermediate riders, showing the stuff he's made of at Barona Oaks MX in Ramona, California, in the 11th round of a 21-race series.

The 125cc Novice Modified and Intermediate classes were combined together, allowing Yurkovic to strut his stuff as the novice bested the field in both motos. Intermediate rider Manny Arais appeared to have the first moto under control, but Yurkovic stole the show on the second-to-last lap.

In the Pro class it was business as usual for Dustin Nelson as he quickly put away the competition at the gate. Jesus Casillas came out and dominated the 80cc (9-11) class and Super Mini classes. Ryan Beat was Casillas' closest competition in the 80cc class, and came out shining in the Junior Cycle (9-11) battles.

Old Phart B (40+) rider Frank Hamlett stole his share of the limelight by holeshotting the first moto and returning to steal the win on the last lap of moto two.

Emitt Kling, who had been absent from the Barona Oaks scene this year, showed up at least a foot taller and riding a 125cc. He quickly demonstrated that he hadn't lost his winning form as he rode to repeat moto wins in the 125cc Stock (12-15) and 125cc Novice Stock classes.

In the 80cc Beginner division, Peter Scully took home the trophy after chasing Johnny Holmquist throughout the first moto. Holmquist lost control of his bike, handing the lead to Scully. Holmquist had even more trouble in the second moto and had to work his way up through the pack to finish in third. Scully took the second moto win with Chris Livingston trailing.

Steve Cerda took the first-moto win in the Pee Wee Stock (0-6) division after starting last off the line. Overall winner Nolan Shultz holeshot the first moto, but lost it to Raymond Valdez on the second lap. Cerda stole the show on lap five of the seven-lap race.

Cerda got holeshot in the second moto, but the determined Shultz took over on lap two to earn the overall. Valdez was second for the day, with Cerda in third.

Results

INTRO MX: 1. Kenneth Vessels (Suz); 2. Travis Ramsey (Yam); 3. Bobby Romero (Kaw); 4. Nick King (Kaw); 5. Dustin Stewart (Suz).

F/T: 1. Bradley Baquial (KTM); 2. Ellis Love (Yam); 3. Justin Morgan (Yam); 4. A.J. Stewart (KTM); 5. Eli Kukla (Hon).

P/W STK (0-6): 1. Nolan Shultz (Yam); 2. Raymond Valdez (KTM); 3. Steve Cerda (KTM); 4. Michael Hall (KTM).

P/W MOD (0-6): 1. Raymond Valdez (KTM).

P/W STK (7-8): 1. Brad Masters (LEM); 2. Jake Kircher (Yam); 3. Zachery Johnson (KTM).

JR STK (0-8): 1. Jake Bissonnette (Kaw); 2. Ivan Shultz (Kaw); 3. Mark Proscelle (Kaw); 4. Patrick Pennington (Kaw); 5. Candice Motshagen (Kaw).

JR (0-11): Ryan Beat (Kaw); 2. Zac Wray (Kaw); 3. Shaun Connelly (Kaw); 4. Chris Moore (Kaw); 5. R.C. Coleman (Kaw).

80 BEG: 1. Peter Scully (Yam); 2. Chris Livingston (Yam); 3. Johnny Holmquist (Yam); 4. Nick Tyree (Yam); 5. David Meyers (Hon).

80 STK (9-11): 1. Jesus Casillas (Yam); 2. Ryan Beat (Kaw); 3. Clinton Pirece (Suz); 4. Zac Wray (Hon); 5. Shaun Connelly (Kaw).

80 NOV MOD: 1. Travis Bemis (Hon); 2. Brandon Hamlett (Kaw).

S/MINI: 1. Jesus Casillas (Yam); 2. Dusten Watson (Suz); 3. Brandon Hamlett (Kaw); 4. Gary Motshagen (Hon); 5. Crystal Porter (Suz).

125 BEG: 1. Alfredo Contreras (Suz); 2. Richard Berry (Kaw); 3. Nick Casillas (Yam); 4. Jennifer Nelson (Kaw); 5. Fredrick Ruppert (Suz).

125 STK (12-15): 1. Emitt Kling (Suz); 2. Steve Yurkovic (Kaw); 3. Ronnie Loftin (Hon); 4. Jon Meyers (Kaw); 5. Dru Blocker (Suz).

125 STK (16-21): 1. Dustin Nelson (Kaw); 2. Travis Frink (Kaw).

125 NOV STK: 1. Emitt Kling (Suz); 2. Michael Fox (Kaw); 3. Ronnie Loftin (Hon); 4. Dru Blocker (Suz); 5. Travis Connelly (Suz).

125 NOV MOD: 1. Steve Yurkovic (Kaw); 2. Ricardo Silva (Yam); 3. Jon Meyer (Kaw).

125 INT: 1. Wilson Nichols (Hon); 2. Manny Arais (Hon); 3. Ronn Mialki (Hon).

125 NOV/INT: 1. Daniel Nichols (Hon); 2. Deron Stidman (Hon); 3. Shawn Ireland (Hon); 4. Aaron McDonough (Yam).

250 BEG: 1. Chris Naegeli (Suz); 2. Ricky Graves (Kaw); 3. Gerardo Rojas (Kaw); 4. Jayson Monroe (Yam); 5. Shonteon Patrick (Hon).

125/250 PRO: 1. Dustin Nelson (Kaw); 2. Lars Larsson (Hon).

O/P A (30-34): 1. Danny Almond (Hon); 2. Scott LaRosh (Hon).

O/P A (35-39): 1. Rudy Sevilla (Suz); 2. Bob Humphus (Yam).

O/P B (25-29): 1. Robert Kircher (Yam).

O/P B (30-34): 1. Mike Tarver (Kaw).

O/P B (35-39): 1. Kevin Barrett (Hon); 2. David Charette (Yam).

O/P B (40+): 1. Frank Hamlett (Hon); 2. Bill Bacon (Suz); 3. Chuck Fox (Suz); 4. Wilson Nichols (Suz); 5. Pat Ireland (Yam).

Yezek, Demuth win at Action Sports SX series-opener

By David L. Patton, Jr.

NELSONVILLE, OH, JUNE 22

Davey Yezek and Josh Demuth both took the Pro-class wins during round one of the 1996 Action Sports Supercross Series in Nelsonville, Ohio.

The hot weather was matched by hot 125cc Pro-class racing, as Charlie Dunaway blasted off the line. Jeromy Buehl and Davey Yezek slipped by Dunaway in the first turn and battled for the win for the rest of the moto. Keith Bowen got a horrible start, but then got on the gas and began shredding through the field.

The top three ran away from the battle for fourth between Gaylon Dickson and Josh Demuth, Demuth putting himself in a secure second on lap two. Yezek hounded Buehl for three laps, getting beside him but never finding enough room to make a pass. Buehl went wide on the fourth lap going into the grandstand turn and Yezek cut under him, blocking his way to the top spot. Yezek couldn't pull away from Jeromy, but rode well on his way to the victory.

Dunaway took third, and Demuth and Dickson rounded out the top five.

Yezek was satisfied with his win.

"Jeromy was making little mistakes and finally I was able to take advantage of it," Yezek said. "He won't let me pass him in that spot again, though."

Buehl was looking to turn the tables on Yezek in the 250cc class, but the 1996 National Arenacross Series runner-up had a tough time in moto one.

Demuth got a great start, but Yezek and Bowen were all over him. Buehl was taken out in the grandstand turn and had to play catch-up for the rest of the moto. Yezek quickly passed Demuth as it began to rain and Bowen, who was likewise flying, also slipped by Demuth.

By lap three Buehl had passed his way into the top five and set his sights on Joshua Sweat in fourth. Yezek's night soured when he slid out in the infield sweeper.

"I tried to stay upright longer going into the turn," said Yezek, "and it just went." Yezek's miscue dropped him to fifth, and Buehl passed Sweat.

Bowen took advantage of Yezek's bad luck to take the lead, but Keith also made an error.

"I just fell down," Keith said.

DeMuth became the third leader on lap four, and held on to take the win. Bowen recovered in time to hold off Buehl, who was having vision problems.

"I didn't have any tear-offs," said Buehl. "It wasn't supposed to rain."

Yezek had a great battle with Sweat, finally getting by with a lap and a half to go.

Demuth rode smoothly and took no chances, maintaining his lead as it began to rain harder.

"I was just riding hard," said Demuth, "staying on the outside of the corners and trying not to fall down."

Bowen took second, ahead of Buehl, Yezek, and Sweat, who finished third through fifth, respectively.

Mark Burkhart dominated the 125cc B, 250cc B and 16-24 classes, leading every lap.

Jeff Gibson was also impressive, winning both the Mini Senior class and the Schoolboy class.

Results

50: 1. Haven Holdcroft (KTM); 2. John Ramey (KTM); 3. Joey Leadbeater (KTM), 4. Devan Welch (KTM); 5. Andy Matheny (KTM).

50 (7-8): 1. Jacob Mohney (LEM); 2. Tommy Pellett (Cob); 3. Michael Roberts (KTM); 4. Randall Crossen II (KTM); 5. Kyle McConnell (Cob).

65: 1. Chris Whitcraft (Kaw); 2. Matthew Gow (Kaw); 3. Chris Thompson (Kaw); 4. Dustin Handley (Kaw); 5. Troy Stuart (Kaw).

MINI JR: 1. Chris Whitcraft (Yam); 2. David Herb (Kaw); 3. Tommy Osmialowski (Kaw); 4. Derek Espenschied (Hon); 5. Donald McCourty (Suz).

MINI SR: 1. Jeff Gibson (Kaw); 2. Michael Campbell (Yam); 3. Steve Chapman (Kaw); 4. Joe Hill (Hon); 5. Corey Arnold (Kaw).

SCHBY: 1. Jeff Gibson (Kaw); 2. David Whitcraft (Yam); 3. Aaron Thomas (Yam); 4. Joe Sharp (Yam); 5. J.D. Eicher (Hon).

16-24: 1. Mark Burkhart (Hon); 2. Jason Rogers (Hon); 3. Robert Welch (Yam); 4. Evan Brown ((Suz); 5. Ty Walke (Kaw).

125 B: 1. Mark Burkhart (Hon); 2. Scott Shafer (Suz); 3. Joey Belmont (Kaw); 4. Chris Kuhn (Kaw) 5. Jason Cooper (Suz).

125 C: 1. Jason Young (Yam); 2. Marcus Biggs (Yam); 3. J.D. Eicher (CM); 4. Tony Crum (Suz); 5. Paul Williams (Hon).

250 B: 1. Mark Burkhart (Hon); 2. Joey Belmont (Kaw); 3. Jason Rogers (Hon); 4. Dallas Avery (Hon); 5. Ty Walke (Kaw).

250 C: 1. Evan Brown (Kaw); 2. Martin Perry (Hon); 3. Brock Dixon (Hon); 4. Marcus Biggs (Suz); 5. Scott Marenberg (Hon).

25+: 1. Doug Flinner (Hon); 2. Dallas Avery (Hon); 3. Mike Morgan (Yam); 4. Denny Swartz (Yam); 5. Brook Dixon (Hon).

30+: 1. Denny Swartz (Yam); 2. Steve Anneshansley (Hon); 3. Mark McDaniel (Yam).

125 PRO: 1. Davey Yezek (Suz); 2. Jeromy Buehl (Kaw); 3. Charlie Dunaway (Kaw); 4. Josh DeMuth (Yam); 5. Gaylon Dickson (Yam).

250 PRO: 1. Josh DeMuth (Yam); 2. Keith Bowen (KTM); 3. Jeremy Buehl (Kaw); 4. Davey Yezek (Suz); 5. Josh Sweat (Kaw).

Snodgrass sizzles at CRC night Motocross

By Greg Robertson

PALMDALE, CA, JUNE 29

Kawasaki rider J.R. Snodgrass smoked the competition in the first moto, then fought back from a second-moto fall to pick up the 125cc Beginner-class overall win during California Racing Clubs' Saturday night motocross at Los Angeles County Raceway in Palmdale, California.

Justin Scott aced the first-moto holeshot and quickly came under fire from Snodgrass and Shawn Scott. Shawn Scott was flying as he went around both Snodgrass and Justin Scott to grab a lead he held for only two turns before going down in the sand and dropping back to sixth place. Snodgrass passed Justin Scott for the lead on the third lap and roosted away for the win. Justin Scott took second a good 10 seconds ahead of Cliff Jennings and Shawn Scott.

Snodgrass was quickest down the start straight, but drifted too wide in the tight left-hand first turn, allowing Shawn Scott to go underneath and grab the early second-moto lead. Jennings doubled past Snodgrass on the opening lap to move into second. Snodgrass slid out half a lap later and dropped back to seventh place, but quickly got up to speed and passed David Johnson, John Specht and Masashi Motohashi to run in fourth place by the midway point.

A lap later Snodgrass double-jumped past Justin Scott to move into third place and close in on Jennings. Snodgrass was handed second when Jenning's rear wheel clipped Ricky Jones' helmet as Jennings tried to lap Jones by jumping over him on the big infield double jump. Jennings and Jones ended up in a pile on the ground as Snodgrass set out to catch the one rider remaining in front of him, Shawn Scott.

Shawn Scott put in a flawless ride to stay clear of Snodgrass and win moto two. Snodgrass' great come-from-behind second-moto effort earned him the first-place trophy over the 4-1 score of Shawn Scott.

Open Pro-Class winner Kenton Longcor (center) sprays the bubbly along with second-and third-place finishers Billy Hoffmiester (right) and Kurt Boehlke (left), respectively, at the Howard Lake Half Mile in Howard Lake, Minnesota.

Results

P/W (0-6): 1. David Medina (Yam); 2. T.A. Walker (Yam); 3. Shawn Butler (Yam); 4. Michael Huber (Yam); 5. William Ballestero (Yam).

P/W (7-9): 1. Jimmy Saciatgy (Yam).

S/STK (0-6): 1. Cole Seely (KTM); 2. Mitchell Milles (KTM); 3. Bryan Hatchett; 4. Bryce Terzian (LEM).

S/STK (7-9): 1. Tye Hames (KTM); 2. Bradley Hatchett (KTM); 3. Bobby Cobb (KTM); 4. David Hough (LEM); 5. Douglas Carter (KTM).

P/W MOD: 1. Bryce Terzian (KTM); 2. Cole Seely (KTM).

P/W BG TRK: 1. Bryce Terzian (KTM); 2. David Hough (LEM); 3. Cole Seely (KTM); 4. Tye Hames (KTM); 5. Doug Carter (KTM).

60 BEG: 1. David Hough (Kaw).

60 (0-8): 1. Edward Herring (Kaw).

60 (9-11): 1. Anthony Barbacovi (Kaw).

80 BEG: 1. Anthony Barbacovi (Yam); 2. Jared Tebo (Kaw); 3. Chris Norr (Yam); 4. Frankie Pineda (Suz); 5. Justin Jordan (Kaw).

80 (7-11): 1. Scott Howe (Yam).

80 (12-13): 1. Christopher Barrett (Hon).

80 (14-16): 1. Brent Gilliam (Yam).

125 BEG: 1. J.R. Snodgrass (Kaw): 2. Shawn Scott (Kaw); 3. Justin Scott (Hon); 4. David Johnson (Suz); 5. John Specht (Hon).

125 NOV: 1. Joel Tokarsky (Kaw); 2. Terry Gastouniotis (Yam); 3. Chuck Clark (Suz); 4. Chad Davis (Suz); 5. John Butler (Hon).

250 BEG: 1. Adam Knowles (Kaw); 2. Dylan Rucker (Kaw); 3. Ernie Diaz (Hon); 4. Timothy Self (Kaw); 5. Clyde Adams (Kaw).

250 NOV: 1. Matt Blacklock (Hon); 2. Scott McCullough (Yam); 3. Michael Gilmore (Kaw); 4. Mike Embry (Yam); 5. Chuck StRomain (Yam).

250 INT: 1. Bobby Sage (Kaw); 2. Bobby Hall (Hon); 3. Matt Bryan (Kaw); 4. Jason Dubin (Suz).

250 PRO: 1. Tommy Shibayama (Suz).

500 NOV: 1. Norm Schiel (Hon); 2. Josh Guggerimos (Hon).

JR VET BEG: 1. Assaf Alush (Hon); 2. Pasha Afshar (Hon); 3. Darrell Clifton (Hon); 4. Ron Gregg (Suz).

JR VET NOV: 1. Rick Antles (Suz); 2. Brian Thomas (Hon); 3. David Lever (Hon); 4. Gabi Abayou (Hon); 5. Chuck Clark (Suz).

VET BEG: 1. John Adams (Suz); 2. Frank Pineda (Yam); 3. Dave Johnson (Hon); 4. Michael Barrett (Hon); 5. David Donnelly (Yam).

VET NOV: 1. Jim Savatgy (Suz); 2. Clyde Adams (Hon); 3. John Chapman (Yam); 4. John MacMiller (Suz); 5. David Williams (Suz).

VET INT: 1. Bruce Tebo (Hon); 2. Ed Tripp (Hon); 3. Jerry Asher (Hon); 4. Daniel Scharf (Kaw).

VET EX-PRO: 1. Rich Truchinski (Hon); 2. Leo Saul (Yam); 3. Eric Casas (Yam), 4. Steve Corteville (Yam); 5. Rodney Morrison (Hon).

SR BEG: 1. Ted Elswick (Suz).

SR NOV: 1. Ress Benson (Hon).

SR INT: 1. G.T. Williams (Suz); 2. Norm Schiel (Hon).

SR EX: 1. Randy Anderson (Yam); 2. Bob Dunham (Yam); 3. Mark Neal (Yam).

Perri back at Lodi ST

By Donna Hall

LODI, CA, JUNE 29

After a two-month leave, Dana Perri returned to the Lodi Short Track in Lodi, California, to set a blistering pace in the Vintage class and take the Vintage A victory.

Perri grabbed the holeshot in the Vintage A main and was never headed. That's not to say the rest of the pack didn't try, but despite Chris Marquis and Eric Weisler's 12-lap-long harrassment of Perri, they were unable to make the pass. Marquis took second while Weisler claimed third.

The Vintage B main went to fast-guy regulars Steve Hall, Mark Biscardi and Dante Dambrusso, in that order.

Steve Mayfield returned from the GNC circuit to set the pace for the Experts, taking the win over Woody Rogers and Geremy Rackley. The Pro-Am Novice main belonged to Ron Reimer as he took a wire-to-wire win over the competition. Second went to Bob Casey and third to Jeff Gabhart.

The Open A main saw Mayfield in the lead once more while Bob Casey worked his way up through the pack to take second, despite a ragged start. Jeff Gabhart finished third.

Shawn Raggio took the honors in the Open B main as well as the 250cc B main, and Marty Weisler came out on top of the Open C main after 10 hot laps. Shigehi Oka finished second and Billy Hiles took third.

Danny Randazzo took a win in the Pee Wee Stock B main while Ryan Kuntz took the Pee Wee Stock A-class victory with Michael Rinaldi in second. Bradley Hiler returned to take a solid second in the Pee Wee Modified A main behind Kuntz, and Nick Moore took the honors in the 60cc A main. Jason Grewe earned the victory in the 60cc C class.

Results

PRO AM EX: 1. Steve Mayfield (W-R); 2. Woody Rodgers (Yam); 3. Geremy Rackley (W-R); 4. Bob Seay (W-R); 5. Michelle Di Salvio (W-R).

PRO AM NOV: 1. Ron Reimer (Hon); 2. Bob Casey (Rtx); 3. Jeff Gabhart (W-R); 4. Eiske Tomita (Hon); 5. Sherman Lee (Hon).

OPEN A: 1. Steve Mayfield (W-R); 2. Bob Casey (Rtx); 3. Jeff Gabhart (W-R); 4. Bob Seay (W-R); 5. Ron Reimer (Hon).

OPEN B: 1. Shawn Raggio (Rtx); 2. Mike Gallery (Rtx).

OPEN C: 1. Marty Weisler (Rtx); 2. Shigehi Oka (Hon); 3. Billy Hiles (Yam).

VINT A: 1. Dana Perri (Hon); 2. Chris Marquis (Hon); 3. Eric Weisler (Yam).

VINT B: 1. Steve Hall (Yam); 2. Mark Biscardi (Yam); 3. Dante Dambrusso (Yam).

VINT C: 1. Riley Cox (Yam); 2. Carl Dilores (Yam).

VET A: 1. Eric Weisler (Rtx).

VET B: 1. Dante Dambrusso (Yam).

250 B: 1. Shawn Raggio (Yam).

250 C: 1. Scott Marquis (Hon); 2. Riley Cox (Yam); 3. Clarence Hopper (Yam).

SCHBY: 1. Danny Casey (Suz).

KNBBY C: 1. Scott Jacques (Hon); 2. Jeremy Bacosa (Yam).

80 A: 1. Danny Casey (Yam); 2. Nicolas Moore (Kaw).

60 A: 1. Nickolas Moore (Kaw).

60 C: 1. Jason Grewe (Kaw).

P/W STK A: 1. Ryan Kuntz (KTM); 2. Michael Rinaldi (KTM).

P/W STK B: 1. Danny Randazzo (Yam); 2. Brad Westlund (Yam).

P/W STK C: 1. Bobby Fong (Len); 2. Emilio Sanchez (Hon).

P/W MOD A: 1. Ryan Kuntz (KTM); 2. Bradley Hiler (Yam).

VINT A: 1. Bill Knight (Norton); 2. Eric Weisler (Yam).

VINT B: 1. Dante Dambrusso (Yam).

OPEN B: 1. Mark Biscardi (Yam).

250 A: 1. Shawn Raggio (Yam); 2. Clarence Hopper (Yam).

150 B: 1. Jessy Vankol (Hon); 2. Dorrey Ingoglia (Hon).

120 A: 1. Aaron Cisco (Hon).

KNBBY A: 1. Billy Arbogast (Hon).

KNBBY C: 1. Scott Jacques (Hon).

P/W STK B: 1. Danny Randazzo (Yam); 2. Brad Westlund (Yam).

P/W STK C: 1. Emilio Sanchez (Hon); 2. Bobby Fong (Hon).

P/W STK A: 1. Ryan Kuntz (KTM); 2. Michael Rinoddi (KTM).

Longcor lashes Howard Lake Half Mile

By Tim McBride

HOWARD LAKE, MN, JUNE 22

Kenton Longcor made the 300-mile trek to Howard Lake, Minnesota, and returned home with the first-place share of a $3000 purse after winning the 750cc Pro and the Open Pro classes at the Howard Lake Half Mile.

The Open Pro class featured a "run-what-you-brung" format. Longcor cunningly elected to ride his RS 750 twin in both of the big-block divisions, though in the preceding Open Pro heat race it seemed that Longcor's decision was a bad one when 500cc Pro-class winner Kurt Boehlke stormed to victory aboard his 600cc Wood-Rotax. Defending class champion Randy Triplett and Verdeen Langland - also aboard singles - finished second and third in front of the struggling Longcor.

Longcor and his father made some corrections to Longcor's machine, and the start of the Open Pro final proved disastrous for Longcor's competition as Longcor pulled the holeshot and raced off into the sunset.

"That's the best race I've had on the 750 for a year and a half," said an elated Longcor. "I'm really happy I came here."

The only rider to keep in touch with Longcor was veteran dirt tracker Billy Hoffmiester. Heat winner Boehlke dispatched Triplett to fourth place on the last lap to steal the final step on the podium.

The 750cc Pro Twin main event featured a repeat performance by Longcor. Finishing second and third respectively were Randy Triplett and Craig Powell.

Although Buzz Arndt was feeling a little under the weather due to a touch of the flu, it didn't stop the salty dirt tracker from scoring a triple-crown victory. Competition in the Vintage Twin, Senior Over 50, and the Senior Over 40 had to take a back seat to Arndt as he sped to victory in all three divisions.

Anthony Gardner triumphed in the Mini 65cc class, and was given the rare opportunity to spray the champagne and be interviewed in front of the crowd along with second-and third-place finishers Shawn Burr and Travis Laney, respectively.

Results

750 PRO: 1. Kenteon Longcor; 2. Randy Triplett.

OPEN PRO: 1. Kenteon Longcor; 2. Billy Hoffmiester; 3. Kurt Boehlke; 4. Randy Triplett; 5. Verdeen Langland.

500 PRO: 1. Kurt Boehlke; 2. Verdeen Langland; 3. Tim Zemanovic; 4. Norb Gregory; 5. Mike Hoh.

250 PRO: 1. Tim Zemanovic; 2. Verdeen Langland; 3. Keegan Iverson; 4. Kenton Longcor; 5. Jim Jaruszewski.

OPEN B: 1. Lee Fealey; 2. Marcus Bauer; 3. Tim Zemanovic; 4. Ron Brisbin; 5. Dustin Crooks.

250 B: 1. Keegan Iverson; 2. Jim Jaruszewski; 3. Dave Wandinger; 4. Mitch Holt; 5. Aaron Helget.

30+: 1. Tim Gregory; 2. Marty Mataya; 3. Mike Ledin; 4. Andy Nelson; 5. Dave Sullivan.

40+: 1. Buzz Arndt; 2. John Metz; 3. Lloyd Turner; 4. Dave Koch; 5. Robert Herman.

50+: 1. Buzz Arndt; 2. Charlie Langland; 3. Dave Koch; 4. Tom Robertson; 5. Marlyn Klunder.

VINT TW: 1. Buzz Arndt; 2. Tom Robertson; 3. Marlyn Klunder; 4. Bill Berard; 5. Joe Blackwell.

VINT SNGL: 1. Dustin Crooks; 2. Robert Herman; 3. Paul Koch; 4. Doug Sullivan; 5. Michael Schmidt.

NOV: 1. Mitch Holt; 2. Aaron Helget; 3. Richard Waschek; 4. Michael Schmidt; 5. Adam Henrichs.

85 MINI: 1. Adam Henrichs; 2. Verlon Langland; 3. Cory Solnitski; 4. Anthony Gardner; 5. Willie Broten.

65 MINI: 1. Anthony Gardner; 2. Shawn Burr; 3. Travis Laney; 4. Chris Larson; 5. Josh Koch.

MINI CHAIN: 1. Travis Henrichs; 2. Cody Swenson.

MINI SHAFT: 1. Alex Gardner; 2. Kieth Swenson; 3. Nick Mataya.

Hensley derails Dunlap at Starwest Supercross

By Kyle C. Parsons

MORENO VALLEY, CA, JULY 7

Jerry Hensley triumphed over the field of Veteran Novice riders gathered at the final round of the Starwest Saturday Supercross Contingency Series in Moreno Valley, California.

The first moto saw Hensley dive into the first turn ahead of Mike Dunlap, Paul Frieze and Jeff Colburn. Looking to put an early cushion between himself and the rest of the pack, Hensley attacked the track leaving Dunlap and Frieze a first-lap gap of five seconds to overcome. Colburn was a distant fourth. By lap three, Hensley had pulled out another second on Dunlap and Freize, who were engaged in a heavy dice for second. Freize looked low to make the pass on Dunlap at the start of lap four but lost traction and fell, allowing Dunlap to get away. Freize remounted behind C.T. Falk, who had missed the start and entered the track a lap later. Hensley held on for first while Dunlap finished in second.

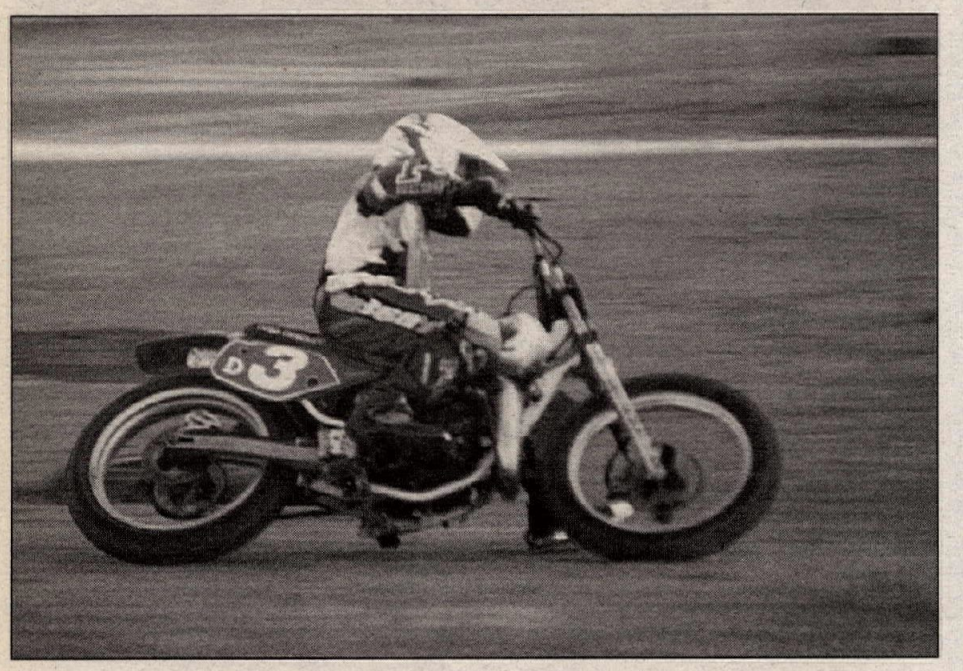
The second moto proved to be more of a challenge as Dunlap reeled off the holeshot with Hensley, Freize, and Falk in tow. Knowing that a second-moto win would give him the overall, Dunlap looked determined to stay at the point, but Hensley had other ideas. Throughout the first five laps Hensley was glued to Dunlap's back fender as the two front-runners put some distance on Freize and Falk, who were engaged in a battle of their own. With two laps to go Hensley was able to get around Dunlap and hold on to take the second-moto win and the overall for the evening.

Results

50 MOD: 1. Gerald Rodriguez; 2. Kameron Scott; 3. B.J. Bohrer; 4. Brandon Cunningham; 5. Chad Gores.

50 STK: 1. Bruce Rutherford; 2. Brandon Million; 3. Jake Hulett; 4. Garry Miller.

S/: 1. Mike Meade.



(Left) Second-place finisher Daniel Sheffield (31) gets away clean with the first-moto holeshot over Jeremy McNabb (29) and Johnny Byrd (18) in 125cc D action at Devil's Ridge MX in Sanford, North Carolina.
(Below keft) Kyle Bunger won the 80cc A main during the District 27 short track event at Rainier Cycle Bowl in Washington.

60: 1. Travis Christensen; 2. Jason Endo.
80: 1. Pat Terry; 2. Danny Mohr; 3. Joshua Brown.
125 BEG: 1. Jared Krause; 2. John Ferrell; 3. Rosus Anthony; 4. Josh Olguin; 5. Cory Taie.
250 BEG: 1. Cory Hammons; 2. Mark Hopkins.
VET NOV: 1. Jerry Hensley; 2. Mike Dunlap; 3. Paul Freize; 4. Jeff Colburn; 5. C.T. Falk.
125 NOV: 1. Cody Krauss; 2. Matt Hopkins.
125 INT: 1. Taylor Vanderpool.
250 NOV: 1. Randy Clark; 2. Paul Freize.
PRO: 1. Justin McMurich; 2. David Hughes.

Black strikes back at Devil's Ridge MX

By Jay and Sharon Hauser

SANFORD, NC, JUNE 30
Chad Black battled a field of aggressive 125cc D riders to take the class overall win with perfect but hard-earned 1-1 moto finishes at the Devil's Ridge District 29 Benefit Motocross.

The 125cc D contestants shot out of the gate only to see Daniel Sheffield take control of the lead away from Jeremy McNabbs and Van Etheridge. The field tucked in close, Chad Black holding off Johnny Byrd in an attempt to get a shot at the leaders. Sheffield looked ready to disappear with his lead as Black went to work on McNabbs and Etheridge in hopes of moving up.

Lap two handed Sheffield some trouble when he hit the ground and fell back to third position, pushing Etheridge into the lead and giving Black the opportunity to move into second. It took Sheffield exactly one lap to take the second position away from Black, but Black kept the pressure on and the pair battled until the white flag appeared, at which time Sheffield hit the dirt for the second time of the day.

Unwilling to settle for second, Black set up his attack on Etheridge and made the pass for the lead on the last lap of the race with only two turns remaining. Black took the moto win, followed by Etheridge in second and McNabb in third. Sheffield and Byrd rounded out the top five, finishing fourth and fifth, respectively.

Byrd jetted out in front of moto two but Black was quick to overtake Byrd and settle back into the lead. Byrd was left to battle Sheffield, Jon Queensbury, and McNabb. Sheffield made the move on Byrd on lap two, then set off to bite into Black's seven-second lead.

Black came close to crashing as he rounded the finishing turn of the white-flag lap, allowing Sheffield to get within striking distance and setting up a head-to-head battle all the way to the checkered flag. Black took the lead by mere inches over Sheffeild.

Byrd Held on for third in the moto, followed by Etheridge in fourth and McNabb in fifth.

The 250cc D-class racing was as hot as the weather, with no runaway wins or dominant riders appearing. Brian Bishop rode to a first overall with a third-place finish in the first moto and a win in the second moto. Steve Chambers was the steadiest rider out of the bunch, recording a second-place finish in both motos that tied him in points standings with Bishop, though Bishop's win made all the difference when it came to the overall. Steve Beuoy finished third overall, his first-moto win paired up with a fifth place finish in the second moto.

Results

50 (4-6): 1. Davin Price (LEM); 2. Broc Tickle (LEM).
50 (7-8): 1. Stephen Cooke (KTM); 2. Seth Brown (LEM); 3. Dalton Terrell (LEM); 4. Charles Holland (Cob).
60 (7-9): 1. Cody Cosnell (Kaw); 2. Eric Brown (Kaw); 3. Chris Nokies (Kaw); 4. Dustin Oats (Kaw); 5. Stephen Cooke (Kaw).
60 (10-11): 1. Jeff Kilgore (Kaw); 2. Matt Myers (Kaw); 3. Auman Parrish (Kaw); 4. Derrick Gause (Kaw); 5. David Walls (Kaw).
85 (7-11): 1. Adam Ward (Suz); 2. Blake Hovis; 3. Cody Cosnell; 4. Brenton O'Brien; 5. Ladon Holmes.
85 D: 1. Justin Grubbs; 2. Michael Thomas; 3. Michael Carter; 4. Derick Warwick; 5. Ladon Holmes.
85 (12-15): 1. James Webb (Yam); 2. Adam Overcash (Suz); 3. Derrick Bell (Hon); 4. Brad Henderson (Suz); 5. Chris Roberts (Hon).
S/MINI: 1. James Webb (Yam); 2. Adam Overcash (Suz); 3. Jason LaPlante (Hon); 4. Dustin Wallace (Hon); 5. Chris Roberts (Hon).
SCHBY: 1. Ryan Hawkins; 2. Jason LaPlante (Hon); Dustin Wallace (Hon); 4. John Powell; 5. Joey Murry.
125 A: 1. Patrick Slate (Hon); 2. Bobby Stovall (Kaw); 3. Brandon Turlington.
125 B: 1. Nick McAllister (Kaw); 2. Roger Carrico (Hon); 3. Joe Sanwick (Hon); 4. Derich Walston (Yam); 5. Chris Gilsipie (Suz).
125 C: 1. Don Hayes (Kaw); 2. Robbie Poole (Hon); 3. Martin Pence (Kaw); 4. Michael Duke (Suz); 5. Shawn Auteri (Kaw).
125 D: 1. Chad Black (Kaw); 2. Daniel Sheffield (Suz); 3. Van Etheridge (Hon); 4. Johnny Byrd (Yam); 5. Jeremy McNabb (Kaw).
250 A: 1. Patrick Slate (Hon); 2. Brandon Turlington (Suz).
250 B: 1. Ryan Schafer (Hon); 2. James Sloat.
250 C: 1. Don Hayses (Kaw); 2. Danny Kennedy (Yam); 3. Steve Schryver (Hon); 4. Eric Fergason (Hon); 5. Shane Queen (Hon).
250 D: 1. Brian Bishop (Hon); 2. Steve Chambers (Kaw); 3. Steve Beuoy (Yam); 4. Van Etheridge (Hon); 5. Robert Brown (Kaw).
25+ A: 1. Sidney Williams (Kaw); 2. Chris LeFebuie (Yam).
25+ B: 1. Steve Lett (Suz); 2. James Sloat (Suz); 3. John Shachafer (Suz).
25+ C: 1. Russ Pickett (Hon); 2. Shane Queen (Hon); 3. Kyle Stover (Yam); 4. Nevan Rushing (Hon); 5. Scott Tyson (Hon).
30+ A: 1. Sidney Williams (Kaw); 2. Chris LeFebuie (Yam); 3. Tim Langdon (Yam).
30+ B: 1. Jimmy Johnson (Hon); 2. Jerry Robertson (Kaw); 3. Danny Skipper; 4. Stuart English (Hon); 5. Thomas Perkins (Suz).
30+ C: 1. Russ Pickett (Hon); 2. Jonathan Merritt (Yam); 3. David Howerton.
40+: 1. Darrell Bell (Hon); 2. William Bryant (Yam); 3. Auman Parrish (Yam); 4. Billy Privette (Hon); 5. Bob Maner (Hon).
35+: 1. Darrell Bell (Hon); 2. Steven Genter (Suz); 3. Sambo English (Hon); 4. Thomas Perkins (Suz); 5. Billy Privette (Hon).
U/L AM: 1. Nick McAllister (Kaw); 2. Martin Pence (Kaw); 3. Michael Dukes (Suz); 4. Ryan Schafer (Hon); 5. Jeremy Price (Suz).

Big fun at Dirt Days Poker Run

By John Silva

FORESTHILL, CA, JUNE 22
Over 150 off-road enthusiasts took part in the annual AMA District 36 Dirt Days Jamboree Poker Run. In doing so, the participants contributed to the future of the sport, as the event serves as a benefit for the District's legal arm, the Legislative Action Office.

As attractive and worthy as the cause was, the trails were even better for the 30-mile "family" loop, as well as, the "sportsman" loop of 40 plus miles. Both routes were laid out with care on the existing Foresthill OHV trail system, in the Tahoe National Forest.

The ride started at the Sugar Pine Staging Area, but quickly headed into the tough, rocky "divide" country via OHV Route 1. After a few miles of fairly open, rocky trails riders came upon the first checkpoint, and the location of the easy/hard split. The "heroes" were routed up trail five to eventually head down into El Dorado Canyon and onto the toughest trail in the system, the infamous trail six.

Riders who opted for the easier route found that it offered plenty of enjoyable challenges perfect for their machines, and friendly checkers who assured riders that their trail section was the best.

Check three was the hardest to find and a few riders missed the turn, missing eight miles of fantastic trail in the process, but even the "lost" riders rejoined the correct trail eventually, due to the well-designed trail system and well-routed course.

Groomed water-bar jumps graced the trail as riders made a track deeper into recently logged country. Miles of winding trails allowed for a fast and fun pace through these open woods, but the trail tightened again to drop down into the canyon and one water crossing after another. Fortunately, most were quite shallow. A pavement crossing allowed the weary a chance to "bail out" and head back to camp, but the hearty pressed on up and down another very rocky trail section before finding another check and a few miles of gravel fire road, perfect for Ricky Graham imitations. This was followed by one final stretch of rock-sprinkled trail, its switchbacks winding up to the hilltop before heading down through manzanita and scrubby pines to return the riders again to the staging area and the final checkpoint.

Many families took advantage of the free camping provided by District 36, and the family theme continued with lots of fun activities for the kids, including a treasure hunt just before the winning hands were declared. A raffle was held, great prizes were awarded, and lots of free goodies were available for all, making for a memorable start to the Jamboree's activities.

Bungers blaze at Rainier ST

By Clay Light

RAINIER, WA, JULY 6
Brothers Kevin and Kyle Bunger posted impressive wins in the 60cc and 8cc A main events during the AMA District 27 short track race at the Rainier Cycle Bowl, which award double district points.

Kevin Bunger won the first of the three 60cc heat races in the class which had the largest field of the evening's program. Nick Sellers and Michael Rochester won the second and third heat races. Bunger took the lead and never looked back to witness the fight for second between the top two riders in the points standings, Sellers and Rochester, who finished in that order behind Bunger.

Kyle Bunger had a brief encounter with local terror Nathan Wharton in the 80cc A main, but once Bunger shook off fellow Honda rider Wharton, he stretched out his lead with each lap and breezed to an easy win. Wharton netted second ahead of Suzuki rider Sellers, Timmy Ricketts and Jerry Hansen.

Kawasaki rider Brad Smith capped off his weekend with a win in the 125cc A main. Smith had to fend off Oregon's Sean Light for the win, though. Third went to Tyler Powell, who beat points leader Nick McBride and Jason Rosie.

Former national number holder Jeff Hiatt won the combined Expert/Pro-Am class. Aboard a Rotax, Hiatt, who also topped the qualifier, ran away with the main event after shaking off pesky Pro-Am rider Todd Hagmann. Third place went to Yamaha rider Dan Kimbel, followed by another Pro-Am rider, Jeff Holford, while Expert Jerry Southworth filled out the top five.

Nick McBride Sr. survived a tough battle in which he maintained his Open-class points lead after posting a win in the class ahead of George Prindiville and Tim Mitchell, McBride's closest rival in his quest for the number-one plate. Oregon's Gary Moore and Pro-AM rider Tim Williams were fourth and fifth.

Results

EX/PRO-AM: 1. Jeff Hiatt (Rtx); 2. Todd Hagmann (Rtx); 3. Dan Kimbel (Yam); 4. Jeff Holford (Yam); 5. Jerry Southworth (Rtx).
OPEN A: 1. Nick McBride Sr. (Yam); 2. George Prindiville (Yam); 3. Tim Mitchell (Yam); 4. Gary Moore (Hon); 5. Tim Williams (Rtx).
250 A: 1. Larry Ward (Hon); 2. Ray DeFord (Hon); 3. Bryon Dotson (Bul); 4. Tim Ball (Hon); 5. Nick McBride Jr. (Hon).
125 A: 1. Brad Smith (Kaw); 2. Sean Light (Hon); 3. Tyler Powell (Hon); 4. Nick McBride Jr. (Hon); 5. Jason Rosie (Hon).
80 A: 1. Kyle Bunger (Hon); 2. Nathan Wharton (Hon); 3. Nick Sellers (Suz); 4. Timmy Ricketts (Hon); 5. Jerry Hansen (Hon).
80 DTX: 1. Nick Sellers (Kaw); 2. Michael Rochester (Kaw); 3. Timmy Ricketts (Hon); 4. Jerry Hansen (Hon); 5. Tyler Wharton (Kaw).
60 A: 1. Kevin Bunger (Kaw); 2. Nick Sellers (Kaw); 3. Michael Rochester (Kaw); 4. Tyler Wharton (Kaw); 5. Matt Bowling (Kaw).
50 A: 1. Justin McMillan; 2. Doug Rochester; 3. Roby Haycock.
30+ A: 1. Dan Kimbel (Yam); 2. Nick McBride Sr. (Yam); 3. George Prindiville (Yam); 4. Gary Moore (Hon); 5. Mike Harritt (Yam).
40+ A: 1. Tom Simpson (H-D); 2. Tim Mitchell (Yam); 3. Dave Mahler (Hon); 4. Vince Holt (Rtx); 5. Ron Predmore (BSA).
P/W A: 1. Tyler Schaff; 2. Eric Borown; 3. Kayla Church.

Bowen dominates Daniel Boone Motocross

By Susan Willian

LONDON, KY, JUNE 23
Keith Bowen dominated Daniel Boone Motocross as he won six motos to take the overall wins in three classes.

In the first moto of the 125cc A, Bowen had a third position off the gate with Rodney Carrier in the lead and Scott Graves next. California's Shaun Perolio moved past Bowen to go into second as Graves dropped to third. Bowen was back on the gas as he challenged Perolio for the second spot. After a battle with Perolio for second, Bowen breezed by to charge for Carrier, who was still in the front position. Bowen charged by Carrier to take command of the pack as Perolio, dissatisfied with third, streaked by Carrier and moved into second, setting his sights on Bowen. By the end of lap four, Bowen had secured the moto win with Perolio some distance back in second. A battle developed between Carrier and Graves as Graves took over third with Carrier next.

The second 125cc A moto saw Perolio lead to the first turn. Carrier went down as Bowen pulled beside Perolio. It was youth vs. maturity as the pair had spectators on their feet throughout the moto. Bowen pushed hard trying to get by the West Coast rider. The pair rode a substantial distance from the rest of the pack. Bowen finally sneaked by Perolio going downhill to take the lead. Perolio opened his throttle to recapture the lead as the pair bumped momentarily, but Bowen kept focused and held steadfast to the lead. Perolio made another attempt to challenge Bowen for first on the final lap, but Bowen charged to the win followed by Perolio, Larry Gessner, Carrier and Daniel Nelson.

Results

125 A: 1. Keith Bowen (KTM); 2. Shaun Perolio (Kaw); 3. Larry Gessner (Suz); 4. Rodney Carrier (KTM); 5. Daniel Nelson (Hon).

250 A: 1. Keith Bowen (KTM); 2. Shaun Perolio (Kaw); 3. Scott Graves (Hon); 4. Rodney Carrier (KTM); 5. Daniel Nelson.

125 B: 1. Jake Morris (Yam); 2. Nick Turner (Suz); 3. Chris Monery (Suz); 4. Adam Vaughn (Kaw); 5. Christopher Hedick (Hon).

125 C: 1. Marty Adams (Suz); 2. Chip Culton (Hon); 3. Brad Cassada (Kaw); 4. Keith Lewis (Yam); 5. Johnny Noe (Suz).

125 D: 1. Joseph Lemoste (Hon); 2. Chris Harker (Kaw); 3. Curtis Bowling (Suz); 4. Jared Osborn (Yam); 5. Nick Cobb (Hon).

SCHBY: 1. J.R. Carter (Kaw); 2. Zachary Hickerson (Suz); 3. Mickey Beahl (Suz); 4. Nicholas Wolfe (Kaw); 5. Donnie Adams (Kaw).

40+: 1. Tim Smith (Suz).

80 JR: 1. James Maxam (Kaw); 2. Shane O'Banion (Kaw).

80 SR: 1. J.T. Smith (Hon); 2. J.R. Carter (Kaw); 3. Dustin Nall (Yam); 4. Justin Richey (Kaw); 5. Nickey Beahl (Yam).

80 D: 1. Derrick Young (Hon); 2. Jereme Flynn (Hon); 3. Justin Jones (Yam); 4. Jimmy Elza; 5. Jared Hall (Hon).

60 (7-9): 1. Chris Davis (Kaw); 2. Shane O'Banion (Kaw); 3. Daniel Maxan (KTM).

60 (10-11): 1. Charles Hudgins (Kaw); 2. James Maxam (Kaw).

50 (7-8): 1. Justin Jacobs (KTM); 2. Matthew Vonlinger (KTM); 3. Tommy Osbourne (Cob).

50 (4-6): 1. Johnathan Young (KTM); 2. Tyler Richey (Yam); 3. Luke Vonlinger (Yam).

30+ A: 1. Mark Guy (Yam); 2. Timothy Smith (Suz); 3. Michael Harker (Hon).

30+ B: 1. David Farris (KTM); 2. Rick Barr (Kaw); 3. James Maxam (Yam).

30+ C: 1. Darrel Jones (Hon); 2. Steve Jacobs (Hon); 3. Gary Gramer (Yam); 4. Donnie Slagle (Hon); 5. Steve Hunter (Kaw).

25+ A: 1. Keith Bowen (KTM); 2. Rodney Carrier (KTM); 3. Larry Gessner (Suz); 4. Mark Guy (Yam).

25+ B: 1. Steve Kiesler (Kaw); 2. Rick Castleberry (Kaw).

25+ C: 1. Rodney Foley (Hon); 2. J.L. Osbourne (Suz); 3. Keith Cottongim (Hon); 4. Charles Williamson (Kaw); 5. Brent Trentham (Kaw).

250 C: 1. Damon Cox (Hon); 2. J.L. Osbourne (Suz); 3. Darrel Jones (Hon); 4. Charles Williamson (Kaw); 5. Mike Waldron (Yam).

250 D: 1. Kevin Black (Kaw); 2. Jeff Cox; 3. Jonathon Smith (Hon); 4. Scott Higgins (Hon); 5. Scott Carrier (Hon).

AM: 1. Chris Mowery (Suz); 2. Nick Turner (Suz); 3. Marty Adams (Suz); 4. Robert Goldson (Hon); 5. Adam Vaughn (Kaw).

U/LTD C/D: 1. Brad Cassada (Kaw); 2. Chip Culton (Hon); 3. Keith Lewis (Yam); 4. Gary Gramer (Yam); 5. Keith Cottongim (Hon).

Von Borstal on the loose at Nelson Ledges Road Race

By Kyle B. Schalow

WARREN, OH, JUNE 29

Steven Von Borstal showed all the Vintage racers the way around Nelson Ledges Road course after two dramatic wins and a third-place finish.

Von Borstals' first podium finish was in the Vintage Three event aboard a borrowed Moto Guzzi. When the green flag dropped Von Borstal went into the first corner in third place behind Richard Oldakowski and Jesse Morris. Dicing had already started for positions four and five between Christopher Riley, Stanley Liepert and Peter Smakula.

By completion of the first lap Von Borstal had already reeled in the number-two position of Morris and was closing in on Oldakowski in first. When Von Borstal finally caught up to Oldakowski, the pair had more than a five-second lead on the rest of the field.

Von Borstal made his move on the back straight of lap three through the kink and beat Oldakowski to turn 12. Oldakowski never recovered as Von Borstal continued upping the pace.

Morris held on to number three and Smakula found his way around Riley for fourth.

Von Borstals' third-place finish came during the Vintage Four event. Tim Barker grabbed the win as Todd Welch put his Triumph to the test for a comfortable second. Sean Dwyer climbed several positions for fourth in front of Dick Gruhn.

The highlight of Von Borstal's weekend occurred during the Vintage Five race when he found himself past the checkered flag with room to spare. Rich Craver managed to grab the holeshot and lead for a lap before the horsepower of Von Borstal's 550cc caught up.

"My bike's running good," said Van Borstal. "It's totally experimental at this point, though. I'm just getting it back together from my crash at Summit Point. My hands and forearms are pumping up quickly from a heavy throttle and stiffer clutch springs."

Before fading to third Craver provided a tremendous challenge for Dwyer, who climbed to second from the number-six position after recovering from a bad start.

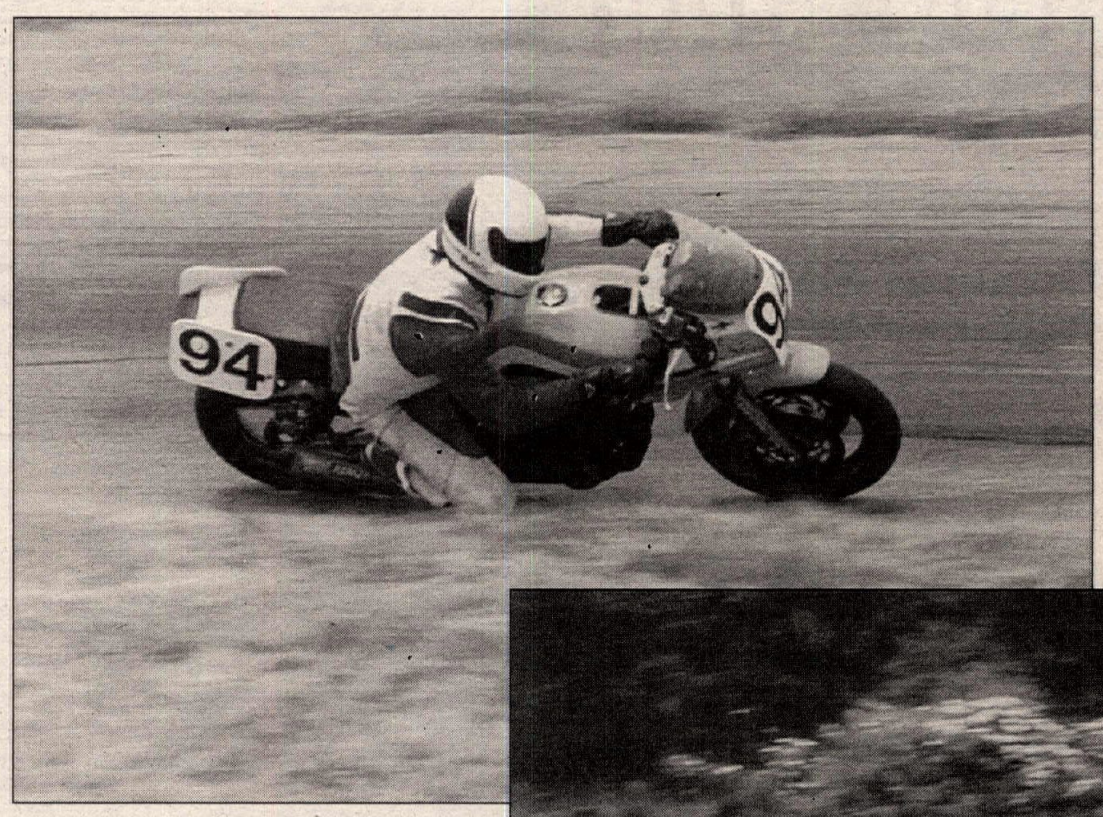
Hans Peter Rassmussen and Barker were in a race of their own, trading places on nearly every lap. At the checkered it was Rasmussen by a bike length for fourth.

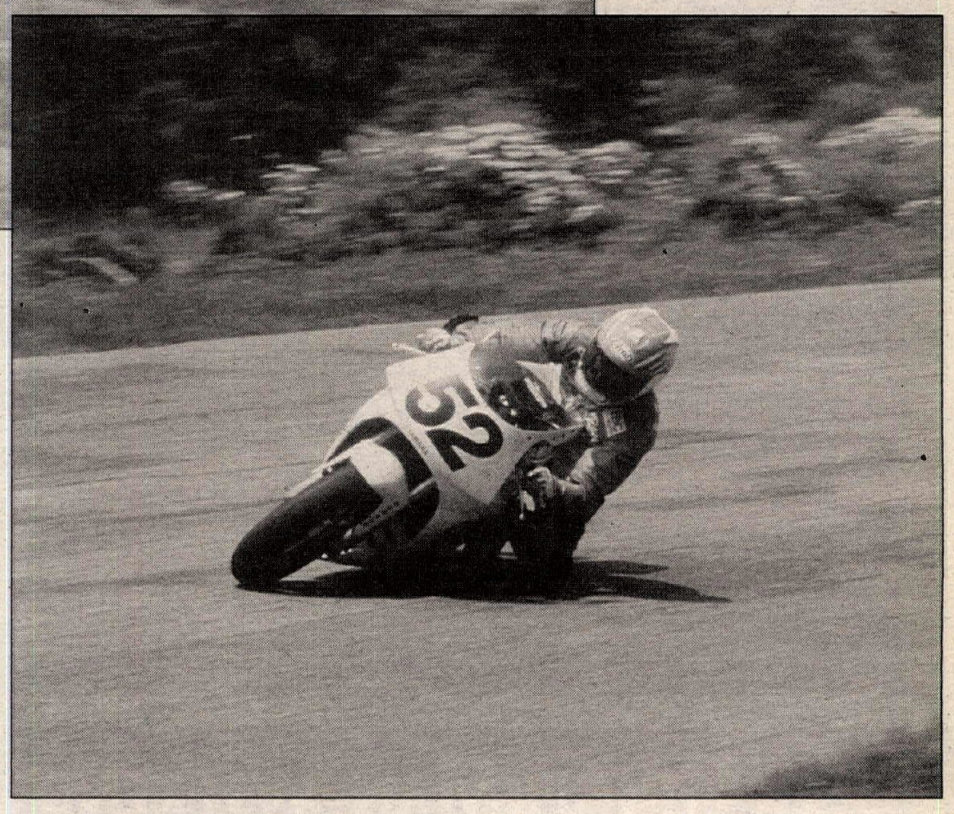
Results

VINT 1: 1. Stanley Lipert (Hon); 2. Donald Henry (Suz); 3. Bion St. Bernard (Yam); 4. William Alston (Hon); 5. Beth Abbott (Hon).

VINT 2 1. Stanley Liepert (Bon); 2. William Burger (Yam); 3. Chris De Minco (Hon); 4. Philip Mercier (Hon); 5. Bruce Abbott (Hon).

VINT 3: 1. Steven Von Borstal (Guz); 2. Richard Oldakowski (Yam); 3. Jesse Morris (Tri); 4. Peter Smakula (Yam); 5. Christopher Riley (Yam).





(Left) Steven Van Borstal led the field of Vintage riders gathered to compete at the Nelson Ledges Road course, scoring wins in the Vintage Three and Five events and a third-place finish in the Vintage Four. (Below) Ray Yoder (52) speeds through turn six at Nelson Ledges Road Course on his way to his second Superstock B win in WERA's Northeast Sportsman Series challenge.

VINT 4: 1. Tim Barker (Hon); 4. Todd Welch (Tri), 3. Steven Von Borstal (Guz); 4. Sean Dwyer (Yam); 5. Dick Gruhn (Kaw).

VINT 5: 1. Steven Von Borstal (Raw); 2. Sean Dwyer (W-R); 3. Rich Craver (Suz); 4. Hans Peter Rasmussen (Kaw); 5. Tira Barker (Ron).

VINT 6: 1. Ward Cook (Suz); 2. Donny Seither (Suz); 3. John Dininny (Yam); 4. Thomas D'Ettorre (Kaw); 5. Joel Raffensberger (Yam).

Yoder wins two at Nelson Ledges Road Race

By Kyle B. Schalow

WARREN, OH, JUNE 30

Ray Yoder ran away with two impressive wins at WERA's Northeast Sportsman Series Challenge, his first win in the Superstock Expert B event getting spectators on their toes with lap times in the low 1:12s.

"I usually run 1:10s consistantly when I'm here," said Yoder. "Because of the heat and humidity I'm losing traction and the bike's not running right."

Darryl Saylor made an impressive attempt to catch Yoder, but was unsuccesful. After four laps Yoder had over a six-second lead on Saylor.

James Cleeland rode consistently throughout the entire race and began to close on Saylor during the last lap for a chance to dice for the number-two posistion. Saylor shut the door in the last few seconds and beat Cleeland to the flag by several bike lengths.

Derek Mortland got a fantastic start and commenced to battle with Patrick Ludwig, dicing for fourth. Ludwig eventually found a way around Mortland and grabbed the position. Mortland faded to sixth place but worked his way up to gain another position, finishing a respectable fifth.

"I was hoping to catch Ludwig again," said Mortland, "I had made up some time. I would show him my wheel going into turn three, but he had the line so I had to back off a little."

Yoder's second win in the Superstock B event and the last race of the day left the spectators yelling for more. Riding yet another unblemished race, Yoder hammered his YZF out front and nailed down low 1:12s again, leaving the compition to race for the number-two position.

"I'm getting good starts today," Yoder said, "and getting out front as fast as I can, letting these guys behind me do all the racing."

This time Rodney Bundschuh found himself in the number-two spot at the checkered. Local favorite Curt Utegg climbed several positions around Ludwig and Mortland, who were dicing for fourth again, to claimed third. Ludwig edged Mortland for fourth with no room to spare.

Results

S/STK EX A: 1. Patrick Ludwig (Yam); 2. Donnie Seither (Hon); 3. Craig Shores (Hon).

S/STK EX B: 1. Ray Yoder (Yam); 2. Darryl Saylor (Yam); 3. James Cleeland (Kaw); 4. Patrick Ludwia (Yam); 5. Derek Mortland (Yam).

PROD NOV B: 1. John Van Buren (Suz): 2. Scott Smith (Hon); 3. Cole Regal (Hon), 4. Dale Mirgliotta (Hon); 5. Zachery Balderidge (Hon).

S/STK EX C: 1. Darryl Saylor (Yam); 2. Donnie Seither (Hon); 3. David Lloyd (Hon); 4. Christian Volcko (Hon); 5. James Roth (Yam).

PROD NOV C: 1. Dale Mirgliotta (Hon); 2. Michael Johnson (Hon); 3. Robert Bowman (Kaw); 4. Scott Smith (Ron); 5. Cole Regal (Hon).

S/BK EX B: 1. Ray Yoder (Yam); 2. Rodney Bundschuh (Kaw); 3. Curt Utegg (Kaw): 4. Patrick Ludwig (Yam); 5. Derek Mortland (Yam).

S/BK NOV B: 1. William Mrklas (Hon); 2. John Van Buren (Suz); 3. Thomas Rogers (Suz); 4. Darren Chilton (Kaw); 5. Andrew Forian (Naw).

S/BK EX C: 1. Darryl Saylor (Yam); 2. Jeff James (Yam); 3. Christian Volcko (Hon); 4. Walter Shepler (Hon); 5. Michael Matern (Hon).

S/BK NOV C: 1. William Mrklas (Hon); 2. Scott Smith (Hon); 3. Michael Johnson (Ron); 4. Dale Mirgliotta (Hon); 5. Andrew Forian (Kaw).

S/BK EX D: 1. Michael Hausknecht (Yam); 2. C. Richard Bair (Yam); 3. Raymond Chilson (Yam); 4. Steven Von Borstal (Kaw); 5. Daniel Josephs (Yam).

S/BK NOV D: 1. William Rhodes (Yam); 2. Alan Savoy (Yam); 3. Louis Petix (Yam); 4. Frank Swaney (Hon); 5. Jaoson Parker (Yam).

F-1 EX 1. Paul Rohall (Yam); 2. Rodney Bundschuh (Kaw); 3. Curt Utegg (Kaw); 4. Donnie Seither (Hon); 5. Rex Miller (Kaw).

F-1 NOV: 1. John Van Buren (Suz); 2. Andrew Forian (Kaw); 3. Michael Kelly (Suz); 4. Cole Regal (Hon); 5. Kenneth Lovett (Hon).

F-2 EX: 1. Eric Stephens (Yam); 2. William Hausler (Yam); 3. Michael Hausknecht (Yam); 4. Richard Bair (Yam); 5. Chris Pyles (Hon).

F-2 NOV: 1. William Rhodes (Yam); 2. Louis Petix (Hon); 3. Steven Baker (Yam); 4. Robin Seibel (Hon); 5. Edward Rusnak (Yam).

U/L TW EX: 1. Daniel Miesner (Yam).

U/L TW NOV: 1. Louis Petix (Hon); 2. Darren Wolfe (Hon); 3. Frank Swaney (Hon); 4. Mike Lighton (Yam); 5. Michael Delage (Duc).

CLBMN EX: 1. Christopher Kallfelz (Hon).

CLBMW NOV: 1. Darren Wolfe (Bon); 2. Joe Anderson (Kaw); 3. Mike Lighton (Yam); 4. William Alston (Yam); 5. Frankie Aldino (Yam).

125 GP: 1. Chris Pyles (Hon).

Kasten king at Aztalan ST

By Al Sumner

LAKE MILLS, WI, JUNE 30

Steve Kasten emerged victorious from the 600cc Pro-Am race during Aztalan Cycle Club's short track competition.

Top 500cc Pro-Am honors were claimed by Jim Sumner on his LB Automotive Rotax. He was hotly pursued by SK Services' Steve Kasten and Larry's Cycle/C.R. Meyer-sponsored Dave Cartwright. Kasten got revenge by winning the 600cc battle after Sumner lost it in turn three of the last lap. Brian Kromroy took second on his Millard-built Kawasaki while Suburban Motors-sponsored J.R. Schnabel claimed third.

One of the hottest races of the weekend was the 250cc Pro class. After 10 laps of wheel-to-wheel position swapping among the top five riders, Mark Kornely ended up with the win, followed closely by Brad Rosine, Pro Motorsports-sponsored John Hundertmark, J.R. Schnabel and Young America-sponsored Brian Kromroy, in that order.

The Vet (30-39) class also gave the spectators a quite exciting show. Larry's Cycle/C.R. Meyer-sponsored Dave Cartwright held off Steve Forrest for the win. Fighting for third were Bill Stornello and Tom Boerger, with the battle ultimately going Stornello's way. CN

Results

80 JR: 1. Tyler Smulders (Kaw); 2. Steven Moss (Suz); 3. Mark Zeidler (Yam); 4. Jesse Janisch (Kaw); 5. Blake Young (Hon).

80 SR: 1. Brad Routheaux (Hon); 2. Nick Hammer (Suz); 3. Chris McBurney (Suz); 4. Eric Ehle (Yam); 5. David Schultz (Suz).

COMB: 1. T.J. Zeidler (Yam); 2. Todd Kluever (Suz); 3. Erick Laning (Suz); 4. Stephanie Welch (Yam); 5. Justin Voight (Suz).

250: 1. John Hundertmark (Hon); 2. Jeremy DeRuyter (Hon); 3. Todd Kluever (Suz); 4. Brad Rosine (Hon); 5. Dan Vrana (Kaw).

400: 1. Dan Vrana (Hus); 2. John Hundertmark (Suz); 3. Dan Lauters Jr. (Suz); 4. Tom Boerger (Kaw); 5. Louis Lauters (Suz).

500: 1. Kye Ybema (Rtx); 2. Dave Cartwright (Suz); 3. Steve Forrest (Yam); 4. Mike Duvall (Hon); 5. Matt Kerscher (Hon).

OPEN TW: 1. Mike DuVall (H-D); 2. Mike Vrana (Tri); 3. Ralph Chudy (Jaw).

SR (40+): 1. Ron Schettl (Kaw); 2. Steve Prisk (Yam); 3. Bob Kluender (Tri); 4. Larry Piekos (Yam); 5. Al Sumner (Suz).

VETS (30-39): 1. Dave Cartwright (Suz); 2. Steve Forrest (Yam); 3. Bill Stornello (Yam); 4. Tom Boerger (Kaw); 5. Dan Grzechowiak (Yam).

50 SHAFT: 1. Brock Schwarzenbacher (Yam); 2. Dylan Vandenhoek (Yam); 3. Derek Weber (Yam); 4. Scooter Piekos (Yam); 5. Collin Buth (Yam).

65: 1. Tyler Smulders (Kaw); 2. Jesse Janisch (Kaw); 3. Blake Young (Kaw); 4. Eric Chartier (Kaw); 5. Derek Weber (Kaw).

50 CHAIN: 1. Brock Scharzenbacher (Cob); 2. Eric Chartier (LEM); 3. Cody Wolf (M-M); 4. Dylan Vandenhoek (M-M).

KNBY: 1. Jack Kainz (Kaw); 2. Bill Stornello Jr. (Yam); 3. Gary Jacobson Jr. (Suz); 4. Larry Thompson (Kaw).

250 PRO-AM: 1. Mark Kornely (Hon); 2. Brad Rosine (Suz); 3. John Hundertmark (Hon); 4. J.R. Schnabel (Hon); 5. Brian Kromroy (Yam).

500 PRO-AM: 1. Jim Sumner (Rtx); 2. Steve Kasten (Yam); 3. Dave Cartwright (Suz); 4. Rick Bretl (Hon); 5. Bob Ybema (Rtx).

600 PRO-AM: 1. Steve Kasten (Yam); 2. Brian Kromroy (Kaw); 3. J.R. Schnabel (Rtx); 4. Rick Bretl (Hon); 5. Bob Ybema (Rtx).

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CALENDAR

Calendar listings are a free service for *Cycle News* readers and race promoters. All information is the responsibility of the promoter. **Calendar listings cannot be accepted over the phone**; we must have a complete written Calendar listing on file. Use listing blank in this section. Listings must be received by Wednesday for publication in the following week's issue. We strongly suggest racers/spectators call the promoter/track to confirm details before traveling to the event.

World Championship Road Race Series
7/21 Donington Park, England, Rnd 9
8/4 Osterreichring, Austria, Rnd 10
8/18 Brno, Czech Republic, Rnd 11
9/1 Imola, Italy, Rnd 12
9/15 Catalunya, Spain, Rnd 13
10/6 Rio de Janeiro, Brazil, Rnd 14
10/20 Eastern Creek, Australia, Rnd 15

World Superbike Championship Series
7/21 Laguna Seca, USA, Rnd 6
8/4 Brands Hatch, England, Rnd 7
8/18 Sentul, Indonesia, Rnd 8
8/25 Sugo, Japan, Rnd 9
9/8 Assen, Holland, Rnd 10
10/6 Albaceta, Spain, Rnd 11
10/27 Phillip Island, Australia, Rnd 12

World Endurance Road Race Series
7/28 Suzuka, Japan, Rnd 4
9/15 Paul Ricard, France, Rnd 5

World Championship 125cc MX Series
7/28 Jinin, Czech Republic, Rnd 11
8/25 Holzgerlingen, Germany, Rnd 12

World C'ship 250cc MX Series
7/28 Borgo Magg., San Marino, Rnd 11
8/4 Iffendic, France, Rnd 12
8/18 Kester, Belgium, Rnd 13
9/1 Roggenburg, Switz., Rnd 14

World Championship 500cc MX Series
7/21 Ballykelly, Ireland, Rnd 8
8/4 Namur, Belgium, Rnd 9
8/11 Folkendange, Lux., Rnd 10
8/25 Saxtorpsbanan, Sweden, Rnd 11
9/8 Gaildorf, Germany, Rnd 12

World C'ship Trials Series
7/27-28 Czech Republic, Rnd 9
8/17-18 Belgium, Rnd 10

World Championship Individual Speedway Series
8/10 Linkoeping, Sweden, Rnd 4
8/31 London, England, Rnd 5
9/21 Vojens, Denmark, Rnd 6

International Six Day Enduro
8/12-17 Hameenlinna, Finland

World Sidecar Cross Grand Prix
8/18 Kegums, Latvia
8/25 Mill, Holland
9/22 Strassbessenbach, Germany
9/29 Rothenthurm, Switzerland

Motocross des Nations
9/22 Jerez, Spain

Trials des Nations
8/31-9/1 Kinner, Sweden

AMA Grand Nat'l C'ship Series
7/20 East Moline, IL, Rnd 11
7/27 Oklahoma City, OK, Rnd 12
8/4 Peoria, IL, Rnd 13
8/7 Rapid City, SD, Rnd 14
8/10 Lincoln, NE, Rnd 15
8/17 Indianapolis, IN, Rnd 16
8/24 Hagerstown, MD, Rnd 17
9/1 Springfield, IL, Rnd 18
9/8 Syracuse, NY, Rnd 19
9/14 Rossburg, OH, Rnd 20
9/21 Knoxville, IA, Rnd 21
9/28 Sacramento, CA, Rnd 22
10/5 Pomona, CA, Rnd 23
10/13 Del Mar, CA, Rnd 24

AMA Harley-Davidson 883 Dirt Track Series
8/10 Lincoln, NE, Rnd 8
8/24 Hagerstown, MD, Rnd 9
9/1 Springfield, IL, Rnd 10
9/8 Syracuse, NY, Rnd 11
9/21 Knoxville, IA, Rnd 12
9/28 Sacramento, CA, Rnd 13
10/5 Pomona, CA, Rnd 14
10/13 Del Mar, CA, Rnd 15

AMA Nat'l C'ship 125/250cc Motocross Series
7/21 New Berlin, NY, Rnd 8
7/28 Troy, OH, Rnd 9
8/4 Millville, MN, Rnd 10
8/18 Washougal, WA, Rnd 11
8/25 Binghamton, NY, Rnd 12
9/1 Delmont, PA, Rnd 13

AMA Western National Four-Stroke Motocross Series
7/20-21 Boise, ID, Rnd 7
8/18 Washougal, WA, Rnd 8
9/1 Grand Junction, CO, Rnd 9

AMA Eastern National Four-Stroke Motocross Series
9/15 Danville, VA, Rnd 1
9/22 Buchanan, MI, Rnd 2
9/29 London, KY, Rnd 3
10/6 Englishtown, NJ, Rnd 4
10/13 Casey, IL, Rnd 5
10/20 Blountville, TN, Rnd 6

AMA Superbike National Championship Series
8/23-25 Sonoma, CA, Rnd 9
10/4-6 Las Vegas, NV, Rnd 11

North American Sport Bike Series
8/2-4 Elkhart Lake, WI, Rnd 5
8/9-11 Portland, OR, Rnd 6
8/30-9/1 Pocono, PA, Rnd 7
10/4-6 Loudon, NH, Rnd 8
10/17-20 Daytona Beach, FL, Rnd 9

Formula USA Series
8/2-4 Elkhart Lake, WI, Rnd 5
8/9-11 Portland, OR, Rnd 6
8/30-9/1 Pocono, PA, Rnd 7
10/4-6 Loudon, NH, Rnd 8
10/17-20 Daytona Beach, FL, Rnd 9

AMA National Championship Enduro Series
9/8 Canton, IL, Rnd 6
9/15 London, KY, Rnd 7
10/13 Bellingham, WA, Rnd 8
10/27 Delaware City, DE, Rnd 9

AMA National Championship Hare Scrambles Series
9/22 Roseburg, OR, Rnd 6
10/6 Lynnville, IN, Rnd 7
10/20 Park Hills, MO, Rnd 8
11/3 Millfield, OH, Rnd 9

AMA/North Eastern Cross Country Series
7/28 Little Genesee, NY
8/11 Rew, PA
9/1 Little Falls, NY
9/22 Martinsburgh, NY
10/13 South Edmonsten, NY
Info 716/581-1455

AMA National Championship Hare & Hound Series
9/15 Yerington, NV, Rnd 5
10/6 Reno, NV, Rnd 6
10/27 Lucerne Valley, CA, Rnd 7

AMA/Suzuki National Dual Sport Trail Ride Series
7/20-21 Adams, MA
7/28-8/2 Newberry, MI
8/24-25 Columbus, IN
8/31-9/1 Portland, OR
9/7-8 Golden Pond, KY
9/11-14 Steamboat Springs, CO
9/28-29 Phoenix, AZ
10/5-6 Mount Solon, VA
10/12-13 Angels Camp, CA
10/12-13 McArthur, OH
10/26-27 Terlingua, TX
11/29-30 Los Angeles, CA

AMA Nat'l Championship Hillclimb Series
8/10 Haydenville, OH, Rnd 6
8/18 Monson, MA, Rnd 7
9/8 Freemansburg, PA, Rnd 8
9/15 Middlebury, IN, Rnd 9
9/29 Jefferson, PA, Rnd 10
10/13 Oregonia, OH, Rnd 11
Info 614/984-2297

Wiseco/Yamaha/Answer/ Dunlop/Acerbis/Braking Grand National Cross Country Series
8/25 Millfield, OH, Rnd 8
9/15 Fairmont, WV, Rnd 9
9/28 Mount Morris, PA, Rnd 10
10/13 Lisbon, OH, Rnd 11
10/27 Crawfordsville, IN, Rnd 12

SCORE Desert C'ship Series
10/8-10 Baja California, Mexico
Info 310/540-5001

AMA/NATC Nat'l C'ship Trials Series
8/10-11 Donner, CA, Rnds 6 & 7
9/21 Omaha, NE, Rnd 8
9/22 Kansas City, MO, Rnd 9

Championship Cup Series
Florida Region
7/28 Palm Beach, FL
8/25 Palm Beach, FL
8/31-9/1 Bloomingdale, GA
9/15 Palm Beach, FL
12/1 Homestead, FL

Great Lakes Region
7/27-28 Mount Meridian, IN
8/2-4 Elkhart Lake, WI
8/24-25 Grattan, MI
9/7-8 South Haven, MI
9/14-15 Grattan, MI

Great Plains Region
8/2-4 Elkhart Lake, WI
8/24-25 Topeka, KS
9/21-22 Rockton, IN

Mid-Atlantic Region
7/20-21 Summit Point, WV
8/17-18 Braselton, GA
8/30-9/1 Pocono, PA
9/14-15 Summit Point, WV

Mid-West Region
7/20-21 Rockton, IL
8/2-4 Elkhart Lake, WI
8/17-18 Rockton, IL
8/31-9/1 Rockton, IL
9/21-22 Rockton, IL

Northeast Region
7/20-21 Loudon, NH
8/2-4 Bridgehampton, NY
8/24-25 Loudon, NH
8/31-9/1 Bridgehampton, NY
9/14-15 Loudon, NH
10/4-5 Loudon, NH

Southeast Region
7/20-21 Talladega, AL
8/17-18 Braselton, GA
8/31-9/1 Bloomingdale, GA
9/14-15 Braselton, GA

Southwest Region
8/31-9/1 Las Vegas, NV
9/21-22 Phoenix, AZ
11/9-10 Las Vegas, NV
11/30-12/1 Phoenix, AZ

WERA Regional C'ship Series
South Central Region
8/3-4 College Station, TX
8/31-9/1 Hallett, OK

Southeast Region
8/24-25 Talladega, AL
9/28-29 Faulkville, GA

North Central Region
8/3-4 Millington, TN
9/7-8 Grattan, MI
9/28-29 Mount Meridian, IN

Northeast Region
7/27-28 Garrettsville, OH
8/3-4 Summit Point, WV
8/31-9/1 Garrettsville, OH
9/7-8 Grattan, MI
10/5-6 Summit Point, WV

Mid-Central Region
8/3-4 Fairmont City, IL
8/24-25 Talladega, AL
8/31-9/1 Hallett, OK
9/28-29 Mount Meridian, IN

WERA National Challenge Series
8/9-11 Mount Meridian, IN, Rnd 7
9/6-8 Memphis, TN, Rnd 8
9/20-22 College Station, TX, Rnd 9
10/9-13 Braselton, GA, Final

WERA Nat'l Endurance Series
8/10 Mount Meridian, IN, Rnd 7
9/7 Memphis, TN, Rnd 8
9/21 College Station, TX, Rnd 9
10/11 Braselton, GA, Final

WERA Vintage Series
7/27 Garretsville, OH, Rnd 19
8/3 Summit Point, WV, Rnd 20
8/4 College Station, TX, Rnd 21
8/24 Talladega, AL, Rnd 22
8/31 Garrettsville, OH, Rnd 23
8/31-9/1 Hallett, OK, Rnd 24
9/7 Grattan, MI, Rnd 25
9/28 Faulkville, GA, Rnd 26
10/5 Summit Point, WV, Rnd 27
10/9-10 Braselton, GA, Final
* double point race
Info 407/831-7736

AHRMA Historic Cup Series
7/19-21 Lexington, OH
8/9-11 South Haven, MI
9/14 Steamboat Springs, CO
10/4-6 Talladega, AL
Info 715/842-9699

AHRMA BMW Classic Cup Series
7/19-21 Lexington, OH
Info 715/842-9699

AHRMA SOS/BOT/BEARS Series
7/19-21 Lexington, OH
8/9-11 South Haven, MI
10/4-6 Talladega, AL
Info 715/842-9699

AHRMA Vintage Iron National MX Series
7/20 Lexington, OH
8/10 Southwick, MA
9/13 Steamboat Springs, CO
10/20 Hollister, CA
Info 715/842-9699

AHRMA Speed & Sport Trials Series
7/21 Lexington, OH
9/12 Steamboat Springs, CO

10/12 White City, IL
10/19 Hollister, CA
Info 715/842-9699

AHRMA Classic Bike Magazine Dirt Track Series
7/27 Weedsport, NY
8/10 Hartford, MI
9/11 Hayden, CO
Info 715/842-9699

AHRMA Midwest Regional MX Series
7/20 Lesington, OH
9/1 Denmark, WI
9/21 Millington, MI
10/5 Des Moines, IA
10/19 Casey, IL
Info 414/684-4331

AHRMA Western Regional MX Series
9/22 Fernley, NV
10/13 Carlsbad, CA
11/3 Tulare, CA
Info 408/663-4014

AHRMA Western Regional Dirt Track Series
7/19 Quincy, CA, Rnd 6
7/27 Brentwood, CA, Rnd 7
8/18 Hollister, CA, Rnd 8
10/10 Del Mar, CA, Rnd 9
10/11 Ramona, CA, Rnd 10
10/26-27 Tulare, CA, Rnds 11 & 12
Info 818/992-5343

NETRA Championship Enduro Series
7/21 Oxford, MA
8/11 Granville, MA
9/8 Windsor, MA
9/29 Wretham, MA
10/6 Adams, MA
10/20 Chester, CT
11/3 Stafford, CT

NETRA Championship Hare Scrambles Series
7/28 E. Hampton, CT
8/4 Searsport, ME
8/18 Union, CT
8/25 Cheshire, MA
9/1 W. Gloucester, RI
9/15 Boyntonville, KY
9/22 W. Greenwich, RI
10/13 Assonet, MA
10/27 Alton, NH
11/10 Cheshire County, NH

NETRA Turkey Run Series
7/20-21 Adams, MA
8/25 Gardner, MA
9/8 N. Haverhill, NH
9/15 New Boston, MA
10/13 Wichendon, MA
10/27 Central Village, CT

NETRA Championship Junior Enduro Series
8/3 Searsport, ME
8/10 Granville, MA
8/17 Union, CT
8/24 Southampton, MA
9/28 Brimfield, MA
10/12 Assonent, MA
10/26 Alton, NH
11/2 Winchendon, MA

Best in the Desert Silver State Series
9/21 Tonopah, NV
10/19 Las Vegas, NV
12/7 Laughlin, NV
Info 702/457-5775

SERA Enduro Series
8/11 Breezy Hill, LA
9/15 Rockford, AL
10/6 Jemison, AL
11/3 Maplesville, AL

SERA Hare Scrambles Series
9/1 Goodman, MS
10/19 McComb, MS
11/17 Warrior, AL
12/1 Maplesville, AL
1/19 Maplesville, AL
2/2 New Augusta, MS
2/9 Wiggins, MS

VDTRA Vintage Classics IX Dirt Track Series
7/26 Norton, KS
7/28 Oklahoma City, OK
8/10 Sturgis, SD
8/12-13 Stockton, KS
8/31 Erie, CO
9/1 Hugo, CO

9/7 Columbus Junction, IA
9/14 Lexington, OK
10/12 Del Mar, CA
10/14 Del Mar, CA
Info 918/836-6999

Black Jack Enduro Circuit
9/8 Collins, MO
9/22 Henryette, OK
10/13 Stillwater, OK
10/29 Chadwick, OK

RMEC C'ship Enduro Circuit
8/4 Woodland Park, CO
8/25 Gunnison, CO
9/15 Post, TX
10/6 Cloudcroft, NM
Info 307/742-4136

NMRA Drag Race Series
9/14-15 Palmdale, CA
TBA Phoenix, AZ
11/9 Palmdale, CA
Info 818/367-4417

Canadian Supercross Series
9/21 Montreal, Quebec
Info 416/363-9035

EARA Atlantic Cup Series
7/27 New Bloomfield, PA
7/28 New Bloomfield, PA
8/17 Batavia, NY
9/8 New Bloomfield, PA
9/21 Bedford, PA
10/6 New Bloomfield, PA
10/19 Bedford, PA
11/2 Hampton, VA
11/3 Hampton, VA
Info 301/791-2046

LaPlaya Grand Prix MX Series
8/11 Rosarito, BC, Mex.
10/6 Rosarito, BC, Mex.
12/8 Rosarito, BC, Mex.
Info 011-52-661-22525

No. Calif. Mini Road Racing Assoc. C'ship Series
8/3-4 Sacramento, CA
8/24-25 Sacramento, CA
9/7-8 Sacramento, CA
10/12-13 Sacramento, CA
11/16-17 Sacramento, CA
Info 916/722-5517

CMRRA 50cc-125cc C'ship Road Race Series
8/4 Riverside, CA
9/29 Perris, CA
10/26-27 Rosamond, CA
11/24 Perris, CA
12/14-15 Riverside, CA
Info 909/674-5357

SRAC Colorado MX Championship Series
7/28 Aurora, CO
8/4 Berthound, CO
8/11 Cheyenne, WY
9/15 Colorado Springs, CO
9/22 Berthound, CO
9/29 Cheyenne, WY
10/6 Colorado Springs, CO
10/12-13 TBA
Info 800/242-6581

SRAC Colorado National SX Series
7/20 Colorado Springs, CO
8/17 Grand Junction, CO
8/24 Brighton, CO
9/7 TBA
Info 800/242-6581

AMA/District 37 Grand Prix Series
10/5-6 Castaic Lake, CA
11/9-10 Gorman, CA

AMA/U.S. Women's MX League Outdoor Championship Series
7/20-21 Unadilla, NY
8/17 Washougal, WA
8/31-9/1 Steel City, PA

Mid-Atlantic Vintage Trials Series
8/10 Toronto, OH
9/7 Farrandsville, PA
10/6 Toughkenamon, PA
Info 410/775-7209

Yamaha Sunshine State Championship MX Series
7/21 Orlando, FL
7/28 Dania, FL
8/18 Ona, FL
8/25 Dade City, FL
9/1 Reddick, FL
9/8 Orlando, FL
9/15 Ona, FL
9/22 Dade City, FL
Info 407/333-2356

Florida Vet Championship Series
8/11 Orlando, FL

Florida Mini-Cycle Championship Series
7/27 Orlando, FL
8/17 Orlando, FL
8/31 Orlando, FL
9/14 Orlando, FL
9/21 Orlando, FL

Central Florida M/C Dealers Series
7/27 Orlando, FL
8/17 Orlando, FL
8/31 Orlando, FL
9/14 Orlando, FL
9/21 Orlando, FL

KORR Hare Scrambles Championship Series
10/13 Arkansas City, KS
11/3 Newton, KS
11/10 Arkansas City, KS
12/8 Hillsboro, KS
Info 316/942-6527

KORR Moto/Scrambles Championship Series
8/24 Marion, KS
9/22 Hillsboro, KS
12/1 Marion, KS
Info 316/942-6527

KORR Motocross Championship Series
8/11 Sterling, KS
8/18 Hillsboro, KS
9/8 Sterling, KS
9/15 Arkansas City, KS
10/6 Hillsboro, KS
10/27 Marion, KS
12/15 Sterling, KS
Info 316/942-6527

NMA Ponca City Grand National C'ships
7/30-8/3 Ponca City, OK
Info 310/868-8112

Suzuki RM Cup
9/7-8 Branson, MO
Info 909/657-6834

Branson USA National MX Finals
10/4-6 Branson, MO
Info 909/657-6834

AMA MX Mega Series
7/21 Wytheville, VA
9/1 London, KY
9/8 Blountville, TN
9/29 London, KY
10/19-20 Blountville, TN
Info 324/323-5497

Texas Cross Country Series
8/25 Bryson, TX
9/8 Fort Hood, TX
9/22 Durant, OK
10/6 Wheatherford, TX
10/20 Fort Hood, TX
11/3 Bryson, TX
Info 214/394-9168

MRAN Desert Series
8/4 Ely, NV
10/5-6 Las Vegas, NV
11/2-3 Beatty, NV
11/17 Las Vegas, NV
Info 702/437-6726

WSMC Road Race Series
7/21 Rosamond, CA
8/18 Rosamond, CA
9/15 Rosamond, CA
10/20 Rosamond, CA
11/17 Rosamond, CA
12/15 Rosamond, CA
Info 805/256-1234

International Old Timers Motocross Series
7/29-30 Albany, OR
8/31-9/1 Fernley, NV

Motorcycle Asphalt Racing Series
10/4 Asheville, NC
10/25 Kenly, NC
10/26 Charleston, SC
Info 803/626-7959

AMA Dual Sport Trail Ride Series
7/20-21 Adams, MA
7/28-9/2 Newberry, MI
8/24-25 Columbus, IN
8/31-9/1 Portland, OR
9/7-8 Golden Pond, KY
9/11-14 Steamboat Springs, CO
9/28-29 Phoenix, AZ
10/5-6 Mount Solon, VA
10/12-13 Angels Camp, CA
10/26-27 Terlingua, TX
11/29-30 Los Angeles, CA

AMA/District 37 Dual Sport Ride Series
7/20-21 Sequoia N.F., CA
7/27-28 Independence, CA
8/3-4 Big Bear Lake, CA
8/24-25 Bass Lake, CA
9/7-8 Bishop, CA
9/21-22 Bishop, CA
9/29 Big Bear Lake, CA
10/5-6 Bishop, CA
10/13-20 Ridgecrest, CA

PROSPECTORS MC PRESENT

1996 CALIFORNIA GRAND PRIX

11th ANNUAL

November 9th & 10th
Hungry Valley SVRA
(Quail Canyon) Gorman CA

PROSPECTORS M/C

ROUND 6 of 6 District 37 GP Series

ANSWER RACING 3BOND HIGH PERFORMANCE PRODUCTS

GreenStickers and Spark Arrestors Manditory!

Extremely Fun! 10 mile course Professionally Groomed 1.2 mile MX Section!!

Saturday 9th
8:00 Unclassified
9:15 Quads/Sidecars
10:30 Seniors/Sup.Seniors Magnum/ALL
11:45 Vet/Ex.-Am.
1:00 Vet/Nov.-Beg.
2:30 Team Race Two Riders-One Bike!

BRAKING FMF SO. CALIF. NATIONWIDE CYCLE AFAM VAN LEEUWEN CSR Michelin

Sunday 10th
8:30 PeeWees Under 10 yrs & 50 cc's
9:00 Kids Ride Under 11 yrs 60 & 80 cc's
10:00 Vintage/Classic 4 Stk/Dual Sport
11:15 Open/ALL
12:30 Women/0-175 Dist Minis/ALL
1:45 250/ALL

Unclassified $21
PeeWees/Kids $12

1 1/2 Hour Plus Team Race $50/Team 100% PayBack Plus!

AMA Sanctioned Dist 37 & Best of the West Points!

Pre-Entry $30 First Class
Opens: Sept 1st $25 2nd Class
Close: Oct 31st $15 3rd/?? Class(s)

Gate Fee $5/Vehicle All Wknd

Post-Entry $40 First Class
Gates Open 5:30 am $35 2nd Class
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Non-Dist 37 Members Add $2

For Info: 818-332-1573 310-322-3612 310-421-0128
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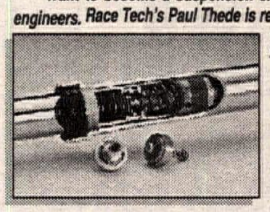
Free OverNight Camping!

Paul Thede's Technical Edge Suspension Seminar

Want to become a suspension expert? Attention tuners, mechanics, team managers, riders and engineers. Race Tech's Paul Thede is revealing his secrets on cutting edge suspension theory & practice.



Subjects Covered: Dirt & Pavement
▲ Suspension Theory & Tuning
▲ Springs, Fluids & Valving Theory
▲ Hydraulics & Damping Curves
▲ Shop Training
(You'll receive a suspension manual and certificate of completion)

Limited seating available!

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Advanced 2-Day Seminar $595.00 October 26,27 ($100 off early enrollment closes September 26)

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It's nice to see photo portrayals of important events in the motorcycle world. It gives you a feel of what it was like to be there. I would like to see this same coverage of the the upcoming Elsinore Grand Prix if it eventually happens since it is a very classic race. Keep up the good work."
-Brian Dickey, via Internet

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cma (209) 673-8080
GFI Racing North
MX Practice Every Wednesday, Little Okie, Madera
Bounty Hunter MX Series (Yamaha Contingencies)
Sat., July 20 Las Banos, CA - Round 6 (Night Race)
Sat., July 27 Las Banos, CA - Round 7 (Night Race)
Sat., Aug. 3 Las Banos, CA - Round 8 (Night Race)

NMA
REGIONAL & NATIONAL SANCTIONS-LICENSE INFORMATION
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(909) 657-6782
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NORWALK, CA 90650
National Motosport Association

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Lincoln, Nebraska

BURGER KING

AUG. 10, 1996 7:30 P.M.

STURGIS '96
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at Sturgis Fairgrounds
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PRO-AM 'Baddest Hill' Hill Climb
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4-STROKE NATIONAL

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Pro Purse (AMA - 4-Stroke Only)

Running the Famous Sand Hill!

Saturday
Amateur Race
Sunday
AMA National

Registration Fees:
$15.00 – Pee Wees
$25.00 – Amateur
$ 35.00 – Pro/Expert
$ 65.00 – AMA Pro 4-Stroke

Admission:
$10.00 – Adults
$5.00 – Children/Seniors

Call The O.M.C. Hotline at (208) 384-5512
Open pro-pre-sign-up
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Directions:
3 miles west on Cartwright Rd.
Just off Bogus Basin Rd.

CRC California Race Schedule

100% PRO PAYBACK

Sat., July 20	Riders Choice Nite - MX	L.A.C.R.
Sat., July 27	Cycle Concepts Nite - MX	L.A.C.R.
Sat., Aug. 3	A.V. Yamaha/Kaw Nite - MX & Sidecars	L.A.C.R.
Sat., Aug. 10	Simi Honda Nite - MX	L.A.C.R.
Sat., Aug. 17	J. Bones Nite - MX	L.A.C.R.

Wednesday & Friday Practice 4p.m. 9p.m.
Saturday Races Gates Open 3:00p.m. • Practice 4:00p.m. • Race 5:00p.m.

CRC Info (805) 272-8889

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CALL 24 HOURS FOR RACE & PRACTICE INFO:
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Sun., July 21st	Motocross Practice 8:00am till 4:00pm
Sun., July 28th	Off Road Cars-No MX Practice
Sun., Aug. 4	MX Practice 8:00am till 4:00pm

AMA California State MX C'ship Oct. 19th& 20th
AMA So. Qualifier Sept. 22nd Glen Helen Raceway

August 3-4

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Presented by Big Bear Trail Riders
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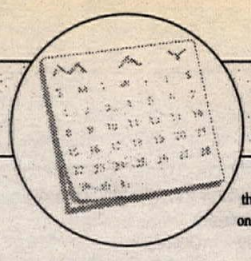
A Rider For the Riders

Wed., July 17	GFI Wednesday Practice (3-8p.m.)	Perris
Sat., July 20	GFI at Night Round 4	Perris
Wed., July 24	GFI Wednesday Practice (3-8p.m.)	Perris
Sat., July 27	GFI at Night Round 5	Perris

(Yamaha Contingency Available)



CALENDAR

Calendar listings are a free service for *Cycle News* readers and race promoters. All information is the responsibility of the promoter. **Calendar listings cannot be accepted over the phone**; we must have a complete written Calendar listing on file. Use listing blank in this section. Listings must be received by Wednesday for publication in the following week's issue. We strongly suggest racers/spectators call the promoter/track to confirm details before traveling to the event.

10/27 San Bernardino, CA
11/2-3 Death Valley, CA
11/17 Riverside, CA
* 11/29-30 LA-Barstow-Las Vegas
12/29 Mojave, CA
* National Trail Ride Series event
Info 818/249-2141

Rocky Mountain Dual Sport Series
7/19-21 Buena Vista, CO
8/8-10 Sturgis, SD
* 9/11-14 Steamboat Springs, CO
* National Trail Ride Series event
Info 303/697-8382

Wild West National Motocross Series
7/27-28 Pocatello, ID
8/10-11 Rock Springs, WY
8/31-9/1 Logan, UT
Info 801/972-5074

Championship Enduro Series
7/21 Blain, PA
8/4 Middlebury Center, PA
8/18 Speedsville, NY
8/25 Mauricetown, NJ
9/8 Shippensburg, PA
9/15 Brandonville, PA
9/22 New Lisbon, NJ
10/27 Delaware City, DE
11/3 New Gretna, NJ
11/10 Warren Grave, NJ
Info 717/865-0601

Championship Hare Scrambles Series
8/11 Good Springs, PA
9/29 Whiteford, MD
10/13 Mauricetown, NJ
11/17 Greenbank, NJ
Info 717/865-0601

Dual Sport Series
9/29 Indian Mills, NJ
10/20 New Philadelphia, PA
11/17 Belleplain, NJ
Info 717/865-0601

New England Trials Association
7/28 Exeter, RI
9/15 Exeter, RI
10/6 Chepachet, RI
10/13 Exeter, RI
10/19-20 Meriden, CT

Southeastern Trials Riders Association C'ship Series
8/31-9/1 Monroe, GA
9/28-29 Cumming, GA
10/26-27 Jasper, TN
11/16-17 Jasper, TN
Info 770/928-4872

Hammerhead Grand Championship Series
7/21 East Bend, NC
7/28 Danville, VA
8/18 Wytheville, VA
8/25 Danville, VA

U.S. Eastern Pro-Am Motocross Fall Series
9/8 Elizabeth City, NC
9/14 Danville, VA
9/22 Wytheville, VA
9/29 Dillwyn, VA
10/6 Elizabeth City, NC
10/13 Axton, VA
10/27 Danville, VA
11/17 Danville, VA

Virginia Championship Hare Scramble Series
9/15 Middlebrook, VA
10/6 Martinsville, VA
10/20 Newport News, VA
11/3 Surry, VA
Info 804/255-4620

NESC Motocross Spring Series
7/21 Middleboro, MA
Info 413/772-0685

NESC Motocross Fall Series
7/21 Middleboro, MA
7/28 Southwick, MA
8/4 Middleboro, MA
8/10 Southwick, MA
8/11 Southwick, MA
8/18 Central Village, CT
9/1 Greene, ME
9/2 Greene, ME
9/8 Southwick, MA
9/15 Middleboro, MA
9/21 Greene, ME
9/22 Greene, ME
9/28 Southwick, MA
9/29 Central Village, CT
10/6 Middleboro, MA
10/13 Southwick, MA
10/20 Middleboro, MA
10/27 Southwick, MA
11/3 Middleboro, MA

Motorcycle Roadracing Association
7/20 Mead, CO
8/4 Peublo, CO
8/11 Mead, CO
8/25 Denver, CO
9/14-15 Steamboat Springs, CO
9/29 Denver, CO

Over the Hill Gang
9/14-15 Hollister, CA
11/16-17 Palmdale, CA
10/12-13 Oatfield, CA
4/13-14 Hanford, CA
Info 310/864-6875

Vintage Iron Evolution of Motocross Series
8/10 Southwick, MA
9/16 Craig, CO
10/13 Carlsbad, CA
11/3 Tulare, CA
12/8 LasVegas, NV

Metropolitan Sports Committee Fall Series
7/28 Modena, NY
8/4 Claverack, NY
8/11 Monticello, NY
8/18 Modena, NY
9/1 Modena, NY
9/8 Modena, NY
9/15 Claverack, NY
9/22 Modena, NY
9/29 Modena, NY
10/6 Modena, NY
10/13 Modena, NY
10/20 Modena, NY
10/27 Modena, NY
11/3 Modena, NY

GFI at Night
7/20 Perris, CA
* 7/27 Perris, CA
8/3 Perris, CA
8/10 Perris, CA
* 8/17 Perris, CA
8/24 Perris, CA
* ** 8/31 Perris, CA
* Yamaha & ** Kawasaki Contingency Available
Info 909/653-4042

GFI Fall Series North
9/1 Los Banos, CA, Rnd 1
9/8 Madera, CA, Rnd 2
9/15 Madera, CA, Rnd 3
9/29 Los Banos, CA, Rnd 4

GFI Fall Series South
9/8 Perris, CA
* 9/15 Perris, CA
* 9/29 Perris, CA
* 10/6 Perris, CA
* 10/27 Perris, CA
* Honda, Kawasaki, Suzuki & Yamaha Contigency Available
Info 909/653-4042

Northeast MX Classic Series
7/28 Walden, NY, Rnd 5
TBA Rnd 6

Roadracing Association of Motocycles C'ship Series
8/4 Coos Bay, OR
8/18 Coos Bay, OR
9/8 Coos Bay, OR
10/13 Coos Bay, OR
Info 541/269-2474

Competition Riders of America Fall MX Series
9/1 Ohio International, OH
9/8 Western Reserve, OH
9/15 Malvern, OH
10/13 Spring Valley, OH
10/20 Pymatuning, OH
10/27 Amherst, OH

Competition Riders of America Vintage MX Series
7/21 Amherst, OH
8/22 Lake County Fair, OH
9/22 Ohio International, OH

Competition Riders of America Buckeye Hare Scramble Series
8/11 Big Valley, OH
9/15 Broken Spokes, OH
10/27 Malvern, OH
11/3 Spring Valley, OH

Moto Sports of America Flat Track Series
8/3 Afton, WY
8/21 Douglas, WY

KTM/Team Dual Dogs California Dual Sport Series
7/7-12 Redding, CA
10/13 Glen Helen, CA
12/15 Ontario, CA
Info 818/886-7194

ASM Canada Cup Superbike Series
7/20-21 Nova Scotia, Canada
8/31-9/1 Quebec, Canada

Quebec/Ontario ASM Championship
8/24-25 Quebec, Canada
8/31-9/1 Quebec, Canada
10/14 Ontario, Canada

ASM Endurance
9/21 Quebec, Canada
10/14 Ontario, Canada

Eastern Championship Enduro Series
8/13 Roselawn, IN
9/1 Clinton, SC
9/15 London, KY
10/13 Princeton, KY

CMC Trans-Cal MX Nationals
South
9/22 Gorman, CA
10/6 Victorville, CA
10/20 Ramona, CA
North
9/14 Anderson, CA
9/29 Carson City, NV
10/13 Marysville, CA
10/27 Chico, CA
Pac-Northwest
8/25 Albany, OR
9/15 Eugene, OR
9/29 Albany, OR
Final Showdown
11/9-10 Gorman, CA
Info 714/367-1141

ECEA Hare Scrambles
7/30 Easter, PA
9/29 GMER, MD
10/6 HMDR, PA
10/13 South Jersey, NJ
10/20 South Jersey, NJ
12/1 Meteor M.C., NJ

ECEA Enduro
7/21 Blain, PA
8/4 Middlebury Center, PA
8/18 Speedsville, NY
8/25 Mauricetown, NJ
9/8 Shippensburg, PA
9/15 Brandonville, PA
9/22 New Lisbon, NJ
10/27 Delaware City, DE
11/3 New Gretna, NJ
11/10 Warren Grove, NJ

EEA Eastern Championship Enduro Series
8/11 Roselawn, IN, Rnd 5
9/1 Clinton, SC, Rnd 6
9/15 London, KY, Rnd 7
10/13 Princeton, KY, Rnd 8
10/27 Delaware City, DE, Rnd 9
11/3 Maplesville, AL, Rnd 10
Info 706/376-5232

Daniels Ridge Supercross
7/27 Taylorsville, NC
8/3 Taylorsville, NC
8/17 Taylorsville, NC
8/31 Taylorsville, NC
9/14 Taylorsville, NC
9/28 Taylorsville, NC

Northwest Motorcycle Association Enduro Series
9/22 Capiol Forest, WA
9/28 Walker Valley, WA
10/13 Bellingham, WA
11/17 Tahuya, WA

Northwest Motorcycle Association Off-Road Series
8/4 Hannigan, WA
9/7 TBA
10/6 Rimrock, OR
10/27 Shelton, WA
10/20 Thurston Co. ORV, WA
11/3 Sir, WA

Manitoba Roadracing Association Endurance
7/20 Manitoba, Canada
10/5 Manitoba, Canada
Info 204/775-9473

Manitoba Roadracing Association Sprint Races
7/21 Manitoba, Canada
9/7 Manitoba, Canada
9/8 Manitoba, Canada
10/6 Manitoba, Canada
Info 204/775-9473

AMA/District 10 Hare Scramble Championship Series
8/11 Owenton, KY
9/15 Bedford, KY
Info 903/882-4215

California Dirt Track Championship Series
7/19 Madera, CA
7/26 Madera, CA
8/2 Madera, CA
8/9 Madera, CA
8/16 Madera, CA
Info 209/661-0706

Mid South Championship Summer Hare Scrambles Series
9/8 Summertown, TN
9/22 Box Hollow, TN
Info 615/859-0873

Northeast Professional Flat Track Championship
7/27 Trois Rivieres, Canada
8/23 Middletown, NY
8/24 Stafford, CT
8/30 Quebec City, Canada
9/7 Weedsport, NY

Rocky Top USA Motocross Racing Series
7/20-21 Oklahoma, OK
8/18 Oklahoma, OK
9/1-2 Oklahoma, OK
9/14 Oklahoma, OK
9/28-29 Oklahoma, OK
10/12 Oklahoma, OK
10/26-27 Oklahoma, OK
11/9 Oklahoma, OK
Info 405/677-3333

Western New York Sports Committee
7/21 Silver Springs, NY
7/28 Hunt, NY
* 8/4 Batavia, NY
* 8/11 Hunt, NY
8/18 Auburn, NY
9/1 Hunt, NY
9/8 Auburn, NY
9/15 Batavia, NY
9/22 Palmyra, NY
9/29 Silver Springs, NY
10/6 Silver Springs, NY
10/13 Palmyra, NY
10/20 Hunt, NY
10/27 Hunt, NY
* Western New York Challenge Series
Info 315/597-1241

Arkansas Hare Scramble Championship Series
8/25 Durham, AR
9/15 Maynard, AR
10/20 Amity, AR
11/3 Springdale, AR
12/1 Springdale, AR
Info 501/751-5807

Georgia Flat Track League
8/17 Lawrenceville, GA
9/14 Lawrenceville, GA
9/29 Carnesville, GA
10/13 Carnesville, GA
11/10 Carnesville, GA
12/8 Carnesville, GA
Info 770/962-7888

AMA/Prostar Drag Racing Series
8/16-18 Indianapolis, IN, Rnd 7
9/6-8 Atco, NJ, Rnd 8
10/5-6 Columbus, OH, Rnd 9
11/7-10 Gainesville, FL, Rnd 10

JULY

S	M	T	W	T	F	S
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7	8	9	10	11	12	13
14	15	16	17	18	19	20
21	22	23	24	25	26	27
28	29	30	31			

AUGUST

S	M	T	W	T	F	S
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4	5	6	7	8	9	10
11	12	13	14	15	16	17
18	19	20	21	22	23	24
25	26	27	28	29	30	31

* Denotes payback

Thur, July 18

CALIFORNIA SPEEDWAY - Vallejo Speedway, Solano County Fairgrounds, Vallejo. Info: 707/557-6019.

Fri, July 19

* CALIFORNIA MOTOCROSS - A.V. Fairgrounds, Lancaster. Info: 805/942-1211 or 942-7880.

* CALIFORNIA SUPERCROSS - Cycleland Speedway, Chico. Info: 916/342-0063.

CALIFORNIA SHORT TRACK - Budweiser and RS Racing, Madera Fairgrounds, Madera. Info: 209/661-0706.

CALIFORNIA SHORT TRACK - Tom Anderson's Sand Hill Ranch, Brentwood. Info: 510/634-3328.

* MICHIGAN MOTOCROSS - MRA-sanctioned, Milan Cycle City, Milan. Info: 313/439-7735 or 289-2100.

* NEVADA MOTOCROSS - CMC/Scott Bikini Night, Silverstate Motocross, Carson City. Info: 702/267-4392.

* WISCONSIN MOTOCROSS - AMA/Dist. 16, Stadium Motocross Series, Lake Geneva Raceway, Lake Geneva. Info: 815/728-0823 after 5:30 pm.

July 20-21

CALIFORNIA DUAL SPORT - USA Dual Sport Assoc., Kennedy Meadows, Sequoia National Forest. Info: 818/340-1016.

CALIFORNIA DUAL SPORT - AMA District 37, Troy Meadows Overflow Campground, Woodland Hills. Info: 818/340-1016.

* CALIFORNIA ROAD RACE - WSMC Road Racing Series, Willow Springs International Raceway, Rosamond. Info: 805/256-1234.

CALIFORNIA MOTOCROSS - CRC Night Motocross, Los Angeles County Raceway, Palmdale. Info: 805/272-8889.

MASSACHUSETTS DUAL SPORT - AMA/Hoosac Valley M.C., Dual Sport Trail Ride Series, Adam. Info: 413/743-4146.

MASSACHUSETTS TURKEY RUN - NETRA, Al Eames Memorial National Trail Ride/Dual Sport, Adams. Info: 203/875-5757.

* OKLAHOMA MOTOCROSS - AMA Rules, Rocky Top USA, Oklahoma City. Info: 405/677-3333 or 800/224-7890.

OREGON POKER RUN - OMRA/Trailsmen, Kid's Field Day, non-points event, Tillamook. Info: 503/678-2779.

* UTAH MOTOCROSS - Cedar Raceway, Cedar City. Info: 702/631-6848.

Sat, July 20

ALABAMA MOTOCROSS - Iron Man MX Park, Warrior. Info: 205/663-0963.

* ARIZONA MOTOCROSS - Night Race, Cerbat Moto Sport Club, Cerbat Motor Sport Park, Kingman. Info: 520/757-7438.

* CALIFORNIA MOTCROSS - Night Race, CMA/Bounty Hunter MX Series - Yamaha Contingencies, Rnd 6, Las Banos. Info: 209/673-8080.

CALIFORNIA MOTOCROSS - GFI Racing, GFI at Night Motocross, Perris Raceway. Info: 909/653-4042.

CALIFORNIA TRIALS - AMA/French Cup, Sacramento. Info: 916-753-2519.

* CALIFORNIA SHORT TRACK - AMA/District 36, Stockton Motorcycle Club, Hills Ferry Raceway, Newman. Info: 209/463-6224.

COLORADO SHORT TRACK & TT - IMI/ Dirt Karts, QTR Midgets, Denver. Info: 303/286-1813.

CALIFORNIA STADIUMCROSS SUMMER SERIES - AMP Racing/Clawson Motorsports/FMF/Mechanix Wear, Chowchilla Fairgrounds, Chowchilla. Info: 209/541-0860.

* CALIFORNIA MOTOCROSS - Racing Enterprises Motorsports, Saturday Motocross. Carlsbad Raceway. Info: 619/484-1441.

COLORADO SUPERCROSS - SRAC/Concept, Colorado Springs. Info: 800/242-6581.

* FLORIDA MOTOCROSS - Saturday Night, Pepsi Air Dania Motocross Park, Dania. Info: 305/321-9422.

FLORIDA MOTOCROSS - Sun State Raceway, Ona. Info: 941/776-0303 or 735-1616.

* FLORIDA MOTOCROSS - West Florida Motocross Park, Summer Supercross, Milton. Info: 904/623-6038.

* ILLINOIS STADIUM MOTOCROSS - AMA/Suzuki Dual State Challenge, McHenry Co. Fairgrounds, Woodstock. Info: 815/728-0823 after 5:30 pm.

* KENTUCKY MOTOCROSS - Night Races, Full Throttle Promotions, Inc., Hillbilly Raceway, Hatfield. Info: 606/353-4740.

* KENTUCKY SUPERCROSS - Saturyday Night, AMA/District 10, Sheltowee Series, Daniel Boone Motocross Park, London. Info: 606/877-1364.

* LOUISIANA SHORT TRACK & TT - Outlaw Racing, Swampland Raceway, Washington. Info: 318/363-3734.

* NEVADA SHORT TRACK - AMA/District 36/After Euro-Brit Show, Fuji Park, Carson City. Info: 916/873-0834.

NEVADA MOTORCYCLE SHOW AND SWAPMEET - Short Track, British - European Vintage Only for Show, Fuji Park, Carson City. Info: 702/267-4996.

NEW YORK MOTOCROSS - AMA/Outdoor Championship Series, U.S. Women's Motocross League, Unadilla. Info: 714/837-3374.

* NEW YORK SHORT RACE - Square Deal Riders M.C., S.D.R. Raceway, Harpursville. Info: 607/693-3215 or 693-2634.

NORTH CAROLINA MOTOCROSS - 226 MX/Series Round 11, Blue Ridge Yamaha, Nebo. Info: 704/652-3758.

NORTH CAROLINA MOTOCROSS - East Bend Speedway, East Bend. Info: 910/699-3629.

* NORTH CAROLINA SUPERCROSS - N.A.M.E. Night Series, Rolling Hills Cycle Park, Reidsville. Info: 910/342-4492.

OHIO MOTOCROSS - AMA/District 11, Action Sports Promotions Inc., Nelsonville. Info: 614/594-6686.

* OHIO SHORT TRACK - Micro Sprint Champ, Scotty Brown International Racing, Bear Creek Speedway, Canton. Info: 330/837-5694.

* OHIO SUPERCROSS - Western Reserve Motorcycle Club (CRA), Salem. Info: 330/337-8077

* OHIO DIRT TRACK PRO-AM & ATV, - D&B Racing, Logan County Fair, Bellefontaine. Info: 419/991-8124 or 419/991-3210.

* OHIO MOTOCROSS - MRA-sanctioned, Delta Raceway, Delta. Info: 313/289-2100 or 419/822-3006.

* WASHINGTON DIRT TRACK - AMA/Spokane 1/2 Mile, Play Fair Race Track, Spokane. Info: 509/535-9145.

Sun, July 21

* ALABAMA MOTOCROSS - Chandler Mountain MX Park, Steele. Info: 205/931-8317.

* ALABAMA MOTOCROSS - Taskeegee Motor Plex, Tuskeegee. Info: 334/265-8298.

CALIFORNIA TRIALS - AMA/ French Cup Vintage, Sacramento. Info: 916-753-2519.

CANADIAN/B.C. MOTOCROSS - CMA Race. Mission Raceway Park. Info: 604/533-0233.

* FLORIDA MOTOCROSS - Double A Promotions, North Florida Raceway, Jacksonville. Info: 904/287-8600.

* FLORIDA MOTOCROSS - Inside Line Racing, Yamaha Sunshine State MX Championship, Orlando MX Park, Orlando. Info: 407/333-2356.

IDAHO MOTOCROSS - Fossil Bowl, Clarkia. Info: 208/245-3608 or 245-4940.

* KANSAS MOTOCROSS - KMSA/In Sports Complex, Great Bend. Info: 913/842-8272 or 316/792-7513.

MARYLAND YOUTH MOTOCROSS - Middle Atlantic Motocross Association, Budds Creek. Info: 410/273-9035.

MASSACHUSETTS ENDURO - NETRA, Tri State, Oxford. Info: 203/875-5757.

MASSACHUSETTS MOTOCROSS - N.E.S.C., Middleboro. Info: 413/772-0685.

* MISSOURI HARE SCRAMBLER - Show-Me Motorsports, Suzuki & Yamaha, Jefferson City. Info: 573/295-4324.

* NEVADA MOTOCROSS - CMC/Vintage Bike Race, Silverstate Motocross, Carson City. Info: 702/267-4392.

NEVADA VINTAGE MX & SWAPMEET - AHRMA Rules Apply for MX, Silverstate Raceway, Carson City. Info: 702/267-4996.

* NEW YORK 1/4 MILE SHORT TRACK - AMA Square Deal Riders M.C., Harpursville. Info: 607/693-3215 or 693-2634.

Team Hawaii Sports
In Conjunction with
The Garden Island Motorcycle Club

the 42nd Annual Labor Day
Hare & Hound and Outdoor Motocross
Sat., Aug. 31st & Sun., Sept. 1st on the Island of Kauai, Hawaii

The **Hare & Hound** will take riders on a technical 100-mile Point to Point race through tropical rain forests, past beautiful waterfalls, through creeks, sugar cane fields, across lush valleys, with spectacular ocean views along the way.

We will be having the **outdoor motocross** at our new oceanfront motocross facility, followed by a Hawaiian Luau with live music and awards presentations. *All entry fees will include one meal ticket to banquet.

SPONSORS: FMF, White Brothers, FOX, Dirt Rider, Shoei, Ceet, Scott, Bill's Pipes, Sprocket Specialists, IMS, Kev-Co/Stubbs, Motovideo, O'Neal, ESPN 2, Motoworld, Pro Circuit, Innovation Sports, N-Style, Thor, U.S. Tsubaki, Race Tech, Donnie Hansen MX Academy

*** Also don't miss the 3rd Annual BASH BY THE BEACH, November 24th**

For assistance with discount Hotel & Rental Car accommodations, Inter-Island Airfare Discounts - Free Pick-up & Delivery and Bike Storage, Contact: Team Hawaii Sports at
(808) 246-0285 or (808) 822-0244

Live Laguna Seca WSB Updates this weekend on
CYCLE NEWS ON LINE
at http://www.cyclenews.com

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(909) 657-8845

SATURDAY NIGHT RACING
Practice 5:00 pm Race 6:00 pm
Race classes for all levels.
Park Closed (No Practice & Races)
July 13 thru July 20 - Due to Fair
★ Next Practice: July 23
★ Next Race: July 27

SEPARATE PEE WEE TRACK
Located 3 Miles East of 215 Freeway
On Ramona Expressway at the Lake Perris Fairgrounds

Open Riding Practice
Tuesday & Thursday Nights
Motorcycle Only!
4:30 pm - 9:30 pm

New! Wednesday Nights
Minis Only!
4:30 pm - 9:30 pm

Saturday Mornings
All Bikes
9:00 am - 2:00 pm
Sessions for Minis!
Pee Wee Track Always Open!

SPEEDWAY RACING
Every Friday Night
Orange County Fairgrounds
Costa Mesa, California
Info: (714) 492-9933

Fri., Aug. 2nd — Mission Yamaha Nite Summer Season Opener Speedway, Sidecars & Doug Domokos
Sat., Aug. 3rd — 1/4 Mile Speedway & Sidecars Bakersfield Speedway
Fri., Aug. 9th — Stanley Exhaust Night Speedway/Sidecars/Midgets

Chris Agajanian Presents:
AMA ProRacing
DEL MAR MILE 1949 1996
AMA GRAND NATIONAL CHAMPIONSHIP FINALS
12:30 P.M.
OCTOBER 13, 1996

Gates Open 10 a.m.
DEL MAR FAIRGROUNDS
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Inquire at track with the OTMX or call for info
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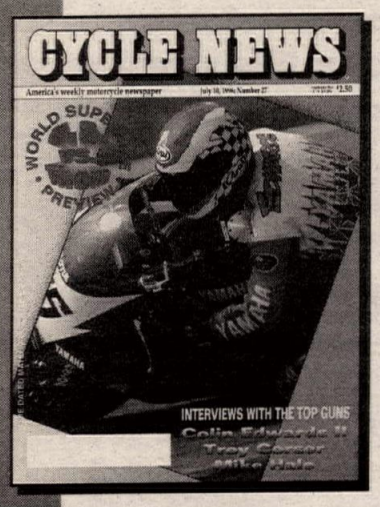

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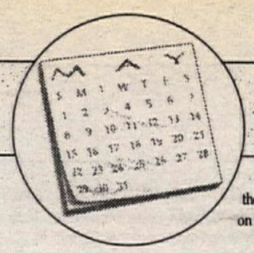

CALENDAR

Calendar listings are a free service for *Cycle News* readers and race promoters. All information is the responsibility of the promoter. **Calendar listings cannot be accepted over the phone**; we must have a complete written Calendar listing on file. Use listing blank in this section. Listings must be received by Wednesday for publication in the following week's issue. We strongly suggest racers/spectators call the promoter/track to confirm details before traveling to the event.

NORTH CAROLINA MOTOCROSS - East Bend Speedway, East Bend. Info: 910/699-3629.

* NORTH DAKOTA MOTOCROSS - North Dakota Motorcycle Association. Noonan. Info: 701/343-2094

NEW YORK MOTORCYCLE RACES - Silver Springs. Info: 716/786-5596

* OHIO MOTOCROSS - Non-Sanctioned Night Motocross, Broken Spokes Raceway, New Philadelphia. Info: 330/339-9265.

OHIO HARE SCRAMBLES - CRA/Salem Motorcycle Club, Salem. Info: 330/482-2971/ or 332-9465.

* OHIO MOTOCROSS - Amherst Meadowlarks M.C., Amherst. Info: 216/988-9100.

OHIO HARE SCRAMBLES - Ohio State Championship. Constitution Ridge Raceway, Belpre. Info: 614/593-6704.

* OHIO SHORT TRACK - MBA Promotions, Mansfield M/C Grounds, Mansfield. Info: 419/462-5289.

* PENNSYLVANIA MOTOCROSS & POKER RUN - AMA/Dist. 6/Flying Dutchmen Motorcycle Club Inc., Pine Grove. Info: 717/345-6340 or 717/345-8734.

* PENNSYLVANIA MOTOCROSS - MX/HS, Racer Productions, Summer Sizzler, Brownsville. Info: 304/284-0084.

TENNESSEE MOTOCROSS - AMA/Christiana Raceway, Christiana. Info: 615/896-3245.

VIRGINIA MOTOCROSS - AMA/Victory Sports Racing, Mega Series/Virginia State Championship, Pro Sport, Wytheville. Info: 423/323-5497.

* WYOMING MOTOCROSS- HPMA/Riverton Dirt Squirts, Riverton. Info: 307/856-4338.

Mon, July 22

NEW YORK FLAT TRACK - On-Time Productions of N.Y., Orange County Fairgrounds, Middletown. Info: 914/343-4826.

Tues, July 23

CANADIAN/B.C. MOTOCROSS - Night Racing. Mission Raceway Park. Info: 604/533-0233.

* ILLINOIS ARENA-CROSS - Southern Illinois ATVers, Saline County Fairgrounds, Harrisburg. Info: 618/268-6216.

July 24-25

ILLINOIS STADIUM MOTOCROSS - Up Front Promotions, Pre-Entry Only, 68th Annual Lake County Fair, Grayslake. Info: 815/385-7744.

Wed, July 24

CALIFORNIA DRAG RACE - NHRA, Sacramento Raceway, Sacramento. Info: 916/363-2653.

* NEW YORK SUPERCROSS SERIES- Frozen Ocean Motocross Park Inc., Auburn. Info: 315/784-5466.

July 26-28

CALIFORNIA DESERT RACE - Baja Promotions, The Triple Crown of Cal-City High Desert Series/The Midnight Romp II 150, California City. Info: 818/992-6355.

Fri, July 26

* CALIFORNIA MOTOCROSS - A.V. Fairgrounds, Lancaster. Info: 805/942-21211 or 942-7880.

* CALIFORNIA SUPERCROSS - Cycleland Speedway, Chico. Info: 916/342-0063.

CALIFORNIA SHORT TRACK - Budweiser and RS Racing, Madera Fairgrounds, Madera. Info: 209/661-0706.

* CALIFORNIA SUPERCROSS - B&L Racing Promotions. Sacramento, Raceway Park. Info: 916/483-6548.

CALIFORNIA SHORT TRACK - Tom Anderson's Sand Hill Ranch, Brentwood. Info: 510/634-3328.

* KANSAS DIRT TRACK - Vintage Dirt Track Racers Assn., 1/2 mile vintage only, Norton Kansas Fairgrounds, Norton. Info: 918/836-6999.

* MICHIGAN MOTOCROSS - MRA-sanctioned, Milan Cycle City, Milan. Info: 313/439-7735 or 289-2100.

* NEVADA MOTOCROSS - CMC/Michael's Reno Suzuki & Yamaha Night, Silverstate Motocross, Carson City. Info: 702/267-4392.

* NORTH CAROLINA FLAT TRACK - Dixie Land Speedway, Elizabeth City. Info: 919/335-7412.

* OHIO MOTOCROSS - Non-Sanctioned Night Motocross, Broken Spokes Raceway, New Philadelphia. Info: 330/339-9265.

OHIO MOTORCYCLE RACING - Pro-Am AMA sanctioned. Lawrenceburg Motorcycle Speedway, Cincinnati. Info: 513/662-7759.

July 27-28

CALIFORNIA DUAL SPORT - AMA/District 37, Inyo 250cc Dual Sport Trail Ride, Lone Pine. Info: 818/348-8381.

* IDAHO MOTOCROSS - Wild West Nationals, Pocatello Motorsports, Pocatello. Info: 801/972-5074.

KENTUCKY DRAG RACE - AMRA, Southern Region, 1/4 mile, Beech Bend Raceway Park, Bowling Green. Info: 708/250-0838.

* MARYLAND MOTOCROSS - AMA/Dist. 7 & 13, Maryland State Championship, Budds Creek MX Park, Budds Creek. Info: 301/475-2000.

MARYLAND YOUTH MOTOCROSS - Middle Atlantic Motocross Association, Budds Creek. Info: 410/273-9035.0174

MICHIGAN MOTOCROSS - AMA & Dist. 14 Races/Baja Acres Motocross, Vint. Series, Baja Acres. Millington. Info: 517/871-3356.

OHIO HILLCLIMB - AMA/Pioneer Motorcycle Club, Amateur Hillclimb National, Waterford. Info: 614/984-2297.

* OHIO MOTOCROSS - Pro-Am Practice, Kenworthy's Motocross. Troy. Info: 513/33-4763.

WISCONSIN TRIALS - W.O.T.A., Silvermound, Hixton. Info: 715/963-5821.

Sat, July 27

CALIFORNIA MOTOCROSS - CRC Night Motocross, Los Angeles County Raceway, Palmdale. Info: 805/272-8889.

* CALIFORNIA MOTOCROSS - Night Race, CMA/Bounty Hunter MX Series - Yamaha Contingencies, Rnd 7, Las Banos. Info: 209/673-8080.

CALIFORNIA SATURDAY NIGHT MOTOCROSS - Riverfront Park, Marysville. Info: 916/695-2727.

CALIFORNIA MOTOCROSS - GFI Racing, GFI at Night Motocross, Perris Raceway. Info: 909/653-4042.

* CALIFORNIA MOTOCROSS - Racing Enterprises Motorsports, Saturday Motocross. Carsbad Raceway. Info: 619/484-1441.

CALIFORNIA SUPERCROSS - Night Racing, Starwest Supercross Park, Moreno Valley. Info: 909/657-8845.

CALIFORNIA CRUISE NIGHT - Mikuni Calendar Bike Show Weekend, Peterson Automotive Museum, Los Angeles. Info: 213/964-6356.

* CALIFORNIA SHORT TRACK - AMA/District 36, Stockton Motorcycle Club, Hills Ferry Raceway, Newman. Info: 209/463-6224.

* CALIFORNIA MOTOCROSS - Over The Hill Gang, Night Race, Starwest, Moreno Valley. Info: 310/864-6875.

CALIFORNIA VINTAGE TT - AJ Promotions - AHRMA Western Region Dirt Track Series/Plus Formula 100s, Sandhill Ranch, Brentwood. Info: 510/829-9386.

COLORADO MOTOCROSS - IMI, Denver. Info: 303/286-1813.

* FLORIDA MOTOCROSS - Saturday Night, Pepsi Air Dania Motocross Park, Dania. Info: 305/321-9422.

FLORIDA MOTOCROSS - Sun State Raceway, Ona. Info: 941/776-0303 or 735-1616.

* KENTUCKY 1/2 MILE DIRT TRACK - Pro-Am/Semi-Pro AMA Fast Track Racing-Summer Thunder Series, Bluegrass Speedway, Bardstown. Info: 219/486-7172.

* MISSOURI MOTOCROSS RACES - Sprout Patch Competition, Billings. Info: 417/744-2593.

MONTANA ENDURO - Sandbar Enduro. Big Rock Motorsports, Helena. 406/442-2698

NORTH CAROLINA MOTOCROSS - East Bend Speedway, East Bend. Info: 910/699-3629.

* NORTH CAROLINA SUPERCROSS - Daniel's Ridge Supercross, Daniel's Ridge Road, Taylorsville. Info: 704/758-4342

NORTH CAROLINA MOTOCROSS - Hang Time Motocross Park, Open Practice also, Carthage. Info: 910/947-5340.

* OHIO MOTOCROSS - CRA, Malvern Motocross Park, Malvern. Info: 330/262-4945.

* PENNSYLVANIA SHORT TRACK - AMA/Trail-Way Speedway, Hanover. Info: 717/359-4310.

* OHIO MOTOCROSS - Dunlop/FMF Amateur Race Day, Kenworthy's Motocross. Troy. Info: 513/33-4763.

* OHIO MOTOCROSS - MRA-sanctioned, Delta Raceway, Delta. Info: 313/289-2100 or 419/822-3006.

* SOUTH CAROLINA MOTOCROSS NIGHT RACING - Ron Twilley Hardeeville Motocross, Hardeeville. Info: 912/427-9674.

VIRGINIA MOTOCROSS ALL CLASSES - Powerline Motocross Playground, Willis. Info: 540/789-7640 or 789-7260.

* VIRGINIA MOTOCROSS - AMA/Saturday Night Motocross, Danville. Info: 804/836-3633.

* WISCONSIN 1/4 MILE FLAT TRACK - Badger Racing Association Club, Colombia County Fairgrounds, Portage. Info: 414/699-3387.

July 28-Aug 2

MICHIGAN DUAL SPORT - AMA/Cycle Conservation Club, Dual Sport Trail Ride Series, Newberry. Info: 517/782-4567.

Sun, July 28

* ALABAMA MOTOCROSS - 250cc A-B-C, Kilpatrick Moto-X, Albertville. Info: 205/561-3495.

CALIFORNIA SHOW - Long Beach Motorcycle Parts Exchange, Long Beach Veteran's Memorial Stadium, Long Beach, Long Beach. Info: 310/426-4641.

CALIFORNIA SPORT AND RACEBIKE SHOW - Mikuni Calendar Bike Show Weekend, With Racing and Tuning Seminars, Santa Monica Airport Museum, Santa Monica. Info: 310/392-8822.

CALIFORNIA GRAND PRIX - SRA/Carlsbad Raceway, San Marcos. Info: 714/957-2985.

COLORADO KART RACE - IMI, Denver. Info: 303/286-1813.

COLORADO ROAD RACE - MRA, endurance race, Mountain View, Mead. Info: 303/530-5678.

COLORADO MOTOCROSS - SRAC/CMP, Aurora. Info: 800/242-6581.

CONNECTICUT HARE SCRAMBLES - NETRA, Belltown Scrambles, E. Hampton. Info: 203/875-5757.

* FLORIDA MOTOCROSS - Inside Line Racing, Yamaha Sunshine State MX Championship, Pepsi/Air Dania MX Park, Dania. Info: 407/333-2356.

* FLORIDA ROAD RACE - CCS, Moroso Motorsports Park, West Palm Beach. Info: 407/793-3394.

* GEORGIA MOTOCROSS - CRC Motocross, Camden Racing Complex, Woodbine. Info: 912/729-5483.

* KENTUCKY MOTOCROSS - AMA/Blue Grass Motocross Park, Thorobred Series, Clay City. Info: 606/744-5916

KENTUCKY HARE-SCRAMBLE - Eagle Creek Park, Mason Lane, Owenton. Info: 606/472-3442.

MASSACHUSETTS MOTOCROSS - N.E.S.C., Southwick. Info: 413/772-0685.

NEW YORK MOTOCROSS - AMA/MSC/District 34/Fall Series/North East MX Series (Formerly Tucker Rocky), Honda, Kawasaki, Suzuki & Yamaha Contingencies, Walden Playboys M.C., Walkill. Info: 914/561-2126.

NEW YORK TRIALS - District 4, vintage - non-points, Sodus. Info: 315/331-6649.

* NEW YORK MOTOCROSS - W.N.Y.S.C., Seventh Annual Dunlop Day, Hunt Motocross Park, Hunt. Info: 716/476-2697.

* OHIO MOTOCROSS - 125/250cc Dunlop Pro National, Kenworthy's Motocross. Troy. Info: 513/33-4763.

* OHIO MOTOCROSS - CRA/Ohio International Raceway, Ravenna. Info: 216/369-5993.

* OKLAHOMA MOTOCROSS - Field of Dreams MX Track, Okmulgee. Info: 918/758-0793.

PENNSYLVANIA MOTOCROSS - Sleepy Hollow Motocross, Fredricksburg. Info: 717/273-1180 or 717/273-9212.

* OKLAHOMA DIRT TRACK - Vintage Dirt Track Racers - AMA, 1/2 mile, Oklahoma City Fairgrounds, Oklahoma City. Info: 918/836-6999.

OREGON ENDURO - OMRA/NORA M/C Inc., ISDE Series/Lone Squirrel ISDE, points event, Tillamook. Info: 503/678-2779.

* VIRGINIA MOTOCROSS - AMA/District 13, Hammerhead Grand Championship Motocross Series, Danville. Info: 804/836-3633.

WASHINGTON MOTOCROSS - Spokane, Spokane County ORV Track. Info: Steve Peters, 409/927-8087

WASHINGTON POKER RUN - Northwest M/C Assn./Bremerton Cruisers M.C., Sadie Creek. Info: 360/405-1176 or 206/242-7044.

Mon. July 29

PENNSYLVANIA ROADRACE - Reduc Sportbike Association, Pocono Raceway, Long Pond. Info: 215/413-DUCK.

July 30- Aug 3

OKLAHOMA MOTOCROSS - NMA, Grand National Championship, Ponca City. Info: 310/868-8112.

Tues, July 30

CANADIAN/B.C. MOTOCROSS - Night Racing, Mission Raceway Park. Info: 604/533-0233.

Wed, July 31

CALIFORNIA DRAG RACE - NHRA, Sacramento Raceway, Sacramento. Info: 916/363-2653.

MARYLAND SHORT TRACK - 1/10 Mile Dirt Short Track, District 7 Amateur and Youth Classes Plus Pro and XR100 (No Knobbies), Silencers Required, Baltimore County Trail Riders Assoc. & Cockeysville Optimists, Timonium Maryland State Fairgrounds, Maryland. Info: 410/661-6686.

Thur, Aug 1

* ILLINOIS STADIUM MOTOCROSS - AMA Co. Fair Race/Suzuki Dual State Challenge, McHenry Co. Fairgrounds, Woodstock. Info: 815/728-0823 after 5:30 p.m.

Fri, Aug 2

CALIFORNIA SWAP MEET - Intershows Motorsport Promotions, Motorcycle swap meet, Orange County Fairgrounds, Costa Mesa. Info: 714/364-2542.

* CALIFORNIA SPEEDWAY - International Speedway, Orange County Fairgrounds, Costa Mesa. Info: 714/492-9933.

* CALIFORNIA SUPER CROSS - Checkered Flag Promotions, Friday Nite at the Races, Shasta District Fairgrounds, Chico. Info: 916/347-6686.

CALIFORNIA SHORT TRACK - Budweiser and RS Racing, Madera Fairgrounds, Madera. Info: 209/661-0706.

MICHIGAN FLAT TRACK - Auto City Speedway Asphalt Racing Series, 600cc Pro, Pro-Am, 250-500cc combined amateur class, Auto City Speedway, Flint. Info: 810/659-0325.

NEVADA MOTOCROSS - CMC/Shaun Palmer's Pro Snow Boarders Night, Silverstate Motocross, Carson City. Info: 702/267-4392.

OHIO MOTORCYCLE RACING - Pro-Am AMA Sanctioned. Lawrenceburg Motorcycle Speedway, Cincinnati. Info: 513/662-7759.

* WISCONSIN STADIUM MOTOCROSS - AMA/Dist. 16, Stadium Motocross Series, Lake Geneva Raceway, Lake Geneva. Info: 815/728-0823 after 5:30 p.m.

Aug 3-4

CALIFORNIA DUAL SPORT - AMA/Big Bear Trail Riders, Big Bear Lake. Info: 909/585-7544.

MICHIGAN DRAG RACE - AMRA, National, 1/4 mile, Milan International Raceway, Milan. Info: 708/250-0838.

Sat, Aug 3

ALABAMA MOTOCROSS - Night Motocross, Iron Man MX Park, Warrior. Info: 205/663-0963.

CALIFORNIA MOTOCROSS - GFI Racing, GFI at Night Motocross, Perris Raceway. Info: 909/653-4042.

CALIFORNIA MOTOCROSS/SIDECARS - CRC Night Motocross, Los Angeles County Raceway, Palmdale. Info: 805/272-8889.

* CALIFORNIA MOTOCROSS - Racing Enterprises Motorsports, Saturday Motocross. Carlsbad Raceway. Info: 619/484-1441.

* CALIFORNIA SHORT TRACK & TT - AMA/Dist. 36/Lodi M.C., Lodi. Info: 209/544-1027.

* CALIFORNIA MOTOCROSS - Night Race, CMA/Bounty Hunter MX Series - Yamaha Contingencies, Rnd 8, Las Banos. Info: 209/673-8080.

COLORADO SHORT TRACK & TT - IMI/Dirt Karts/ QTR Midgets, Denver. Info: 303/286-1813.

* FLORIDA MOTOCROSS - Saturday Night, Pepsi Air Dania Motocross Park, Dania. Info: 305/321-9422.

* FLORIDA MOTOCROSS - West Florida Motocross Park, Summer Supercross, Milton. Info: 904/623-6038.

* KENTUCKY MOTOCROSS - Night Races, Full Throttle Promotions, Inc., Hillbilly Raceway, Hatfield. Info: 606/353-4740.

* KENTUCKY SUPERCROSS - Saturday Night, AMA/District 10, Sheltowee Series, Daniel Boone Motocross Park, London. Info: 606/877-1364.

* LOUISIANA SHORT TRACK & TT - Outlaw Racing, Swampland Raceway, Washington. Info: 318/363-3734.

MAINE ENDURO - NETRA, Junior Enduro Championship Series, Minuteman Jr., Searsport. Info: 203/875-5757.

* MISSOURI MOTOCROSS RACES - Surdyke Series, Sprout Patch Competition, Billings. Info: 417/744-2593.

* NEW YORK SUPERCROSS SERIES - Frozen Ocean Motocross Park Inc., Auburn. Info: 315/784-5466.

NEW YORK MOTOCROSS - Yamaha Contingency Race, Island Motocross of NY Inc., Bridgehampton Race Track, Bridgehampton. Info: 516/924-2399.

* NORTH CAROLINA SUPERCROSS - NAME/Under the Lights Series, Rolling Hills Cycle Park, Reidsville. Info: 910/342-4492.

NORTH CAROLINA MOTOCROSS - 226 MX/Series Rain Date, Fun Cycles, Nebo. Info: 704/652-3758.

NORTH CAROLINA MOTOCROSS - East Bend Speedway, East Bend. Info: 910/699-3629.

* NORTH CAROLINA SUPERCROSS - Daniel's Ridge Supercross, Daniel's Ridge Road, Taylorsville. Info: 704/758-4342.

* OHIO MOTOCROSS - AMA/District 1/Dirt County, Blanchester. Info: 513/791-8970 or 513/625-7350.

OHIO FLAT TRACK - U.S. Open Speedway, Scotty Brown International Racing, Bear Creek Speedway, Canton. Info: 330/837-5694.

* PENNSYLVANIA SHORT TRACK - AMA/Trail-Way Speedway, Hanover. Info: 717/359-4310.

TEXAS MOTOCROSS - Oso Creek Motocross Club, Oso Creek MX Park, Corpus Christi. Info: 512/364-5539.

WYOMING SHORT TRACK - AMA/Motorsports of America, Lincoln Co. Fairgrounds, Afton. Info: 800/544-8714.

Sun, Aug 4

CALIFORNIA ENDURANCE RACE - Sears Point Raceway, Hayward. Info: 510/537-8208.

CALIFORNIA ROAD RACE - CMRRA 50cc-125cc Championship, Riverside. Info: 909/674-5357.

CALIFORNIA VINTAGE MOTOCROSS - AHRMA, Golden State Vintage Motocross Championships, River Ranch Raceway, Madera. Info: 209/661-0706.

COLORADO - Motorcycle Roadracing Association, Pueblo Motorsports Park, Puebo. Info: 303/442-5900.

COLORADO MOTOCROSS - SRAC/RMP, Berthoud. Info: 800/242-6581.

IDAHO MOTOCROSS - Fossil Bowl, Clarkia. Info: 208/245-3608 or 245-4940.

ILLINOIS TRIALS - Forest City Riders M.C., Byron. Info: 815/963-2491.

IOWA OBSERVED TRIALS - All-Iowa Trials Riders Ass'n. Tama. Info: 319/277-6179

LOUISIANA ENDURO - Texas State Enduro Championship Series, East Texas Division, Breezy Hill, Dry Prong. Info: 800/55-TSCEC.

MAINE HARE SCRAMBLES - NETRA, Down East, Searsport. Info: 203/875-5757.

MARYLAND MOTOCROSS - AMA/Dist. 7/Antietam M.C. Inc., Hagerstown. Info: 301/797-8686 or 301/797-1607.

MASSACHUSETTS MOTOCROSS - N.E.S.C., Middleboro. Info: 413/772-0685.

MICHIGAN HILLCLIMB - All-star Pro Invitational, Mount Garfield, Norton Shores. Info: 616/728-4153.

*MISSOURI HARE SCRAMBLE - Hilltop Raceway, MO Hare Scramble Series, Kawasaki, Suzuki & Yamaha, St. Louis. Info: 314/949-8847.

NEVADA HARE SCRAMBLE - MRAN/Coyotes, Ely. Info: 702/289-8524.

NEW YORK MOTOCROSS - AMA/MSC/Dist. 34/Fall Series/Suzuki Contingency, Claverack Motocross, Claverack. Info: 518/828-6149.

NEW YORK TRIALS - District 4, Elmira. Info: 607/732-8396.

* OHIO SUPERCROSS - Western Reserve Motorcycle Club (CRA). Salem. Info: 330/337-8077

OREGON ROAD RACE - Roadracing Assoc. of Motorcycles, Coos Bay International Speedway, Coos Bay. Info: 541/269-2474.

OREGON ENDURO - OMRA/Trailsmen M.C. Inc., ISDE Series/Arrowhead ISDE, points event, Tillamook. Info: 503/678-2779.

PENNSYLVANIA MOTOCROSS - Sleepy Hollow Motocross, Fredricksburg. Info: 717/273-1180 or 717/273-9212.

SOUTH CAROLINA MINI-MOTORCYCLE ROAD RACING - Smoky Mountain-Mini Road Racing Assoc., Palmetto Super Track, Elgin. Info: 704/376-5389.

WASHINGTON HARE SCRAMBLES - Toasted Hare Scrambles Northwest Motorcycle Assn. Offroad Series/Mount Baker M.C., Hannegan, Bellingham. Info: 360/384-6760 or 206/242-7044.

Aug 5-9

COLORADO NATIONAL RALLY - AMA / Kawasaki Concours Owners Group, 10th Anniversary Rally, Avon. Info: 818/441-6701.

Aug 5-10

TENNESSEE MOTOCROSS - AMA/Loretta Lynn's Ranch, Amateur and Youth Nationals, Hurricane Mills. Info: 419/478-5386.

Tues, Aug 6

CANADIAN/B.C. MOTOCROSS - Night Racing. Mission Raceway Park. Info: 604/533-0233.

Wed, Aug 7

CALIFORNIA DRAG RACE - NHRA, Sacramento Raceway, Sacramento. Info: 916/363-2653.

Aug 9-11

OREGON ROAD RACE - Oregon Motorcycle Roadracing Association, Formula USA/NASB, Portland. Info: 503/221-1487.

WYOMING MOTOCROSS - Wild West Nationals, Sweetwater Racing, Rock Springs. Info: 801/972-5074.

Fri, Aug 9

* CALIFORNIA MOTOCROSS - A.V. Fairgrounds, Lancaster. Info: 805/942-1211 or 942-7880.

* CALIFORNIA SUPERCROSS - Cycleland Speedway, Chico. Info: 916/342-0063.

* CALIFORNIA SUPERCROSS - B&L Racing Promotions. Sacramento, Raceway Park. Info: 916/483-6548.

* CALIFORNIA SPEEDWAY - International Speedway, Orange County Fairgrounds, Costa Mesa. Info: 714/492-9933.

CALIFORNIA SHORT TRACK - Budweiser and RS Racing, Madera Fairgrounds, Madera. Info: 209/661-0706.

* CALIFORNIA SUPERCROSS - Checkered Flag Promotions, Friday Night at the Races, Shasta District Fairgrounds, Anderson. Info: 916/347-6686.

NEVADA MOTOCROSS - CMC/Rico's Pizza Night & Dad's Night, Silverstate Motocross, Carson City. Info: 702/267-4392.

* OHIO MOTOCROSS - Non-Sanctioned Night Motocross, Broken Spokes Raceway, New Philadelphia. Info: 330/339-9265.

OREGON ROAD RACE - Formula USA & NASB Racing/Suzuki School/OMRRA Racing. Oregon Motorcycle Roadracing Ass'n. Portland Int'l Raceway. Info: 503/221-1487.

* WISCONSIN STADIUM MOTOCROSS - AMA/Dist. 16, Stadium Motocross Series, Lake Geneva Raceway, Lake Geneva. Info: 815/728-0823 after 5:30 p.m.

Aug 10-11

CALIFORNIA TRIALS - AMA/Donner National 2 Day, Donner Ski Ranch, Sacramento. Info: 916-753-2519.

MASSACHUSETTS MOTOCROSS - New England Sports Committee, Southwick. Info: 413/772-0685.

Sat, Aug 10

CALIFORNIA MOTOCROSS - CRC Night Motocross, Los Angeles County Raceway, Info: 805/272-8889.

CALIFORNIA SATURDAY NIGHT MOTOCROSS - Riverfront Park, Marysville. Info: 916/695-2727.

CALIFORNIA MOTOCROSS - GFI Racing, GFI at Night Motocross, Perris Raceway. Info: 909/653-4042.

* CALIFORNIA SHORT TRACK & TT - AMA/Dist. 36/Lodi M.C., Lodi. Info: 209/544-1027.

* CALIFORNIA MOTOCROSS - Racing Enterprises Motosports, Saturday Motocross. Carlsbad Raceway. Info: 619/484-1441.

CALIFORNIA SPEEDWAY - Vallejo Speedway, Solano County Fairgrounds Sports Arena, Vallejo. Info: 707/557-6019.

* FLORIDA MOTOCROSS - Saturday Night, Pepsi Air Dania Motocross Park, Dania. Info: 305/321-9422.

KENTUCKY MOTOCROSS - Daniel Boone Motocross Park, London. Info: 606/877-1364.

MASSACHUSETTS ENDURO - NETRA, Junior Enduro Championship Series, Mudslinger Jr., Granville. Info: 203/875-5757.

* MISSOURI MOTOCROSS RACES - Surdyke Series, Sprout Patch Competition, Billings. Info: 417/744-2593.

* NEVADA MOTOCROSS - Desert Nights Series Round 4, Nevada Old Timers, Fernley Int'l Raceway, Fernley. Info: 702/322-4311.

* NEW YORK SHORT TRACK - AMA Lembo Lake Park. Modena, 914/427-2248

NORTH CAROLINA MOTOCROSS - East Bend Speedway, East Bend. Info: 910/699-3629.

NORTH CAROLINA MOTOCROSS - Hang Time Motocross Park, open practice also, Carthage. Info: 910/947-5340.

* OHIO MOTOCROSS - CRA, Malvern Motocross Park, Malvern. Info: 330/262-4945.

* OHIO MOTOCROSS - AMA/District 1/Dirt County, Blanchester. Info: 513/791-8970 or 513/625-7350.

OREGON ROAD RACE - Formula USA & NASB Racing/Suzuki School/OMRRA Racing. Oregon Motorcycle Roadracing Ass'n. Portland Int'l Raceway. Info: 503/221-1487.

* SOUTH CAROLINA MOTOCROSS- Ron Twilley Hardeeville Motocross, Hardeeville. Info: 912/427-9674.

* WISCONSIN SHORT TRACKS - AMA, Aztalan Cycle Club Inc., Seniors Motocross, Clubgrounds, Lake Mills. Info: 414/297-9367.

* WYOMING MOTOCROSS - Wild West Nationals, Rnd 8, Sweet Water Racing, Rock Springs. Info: 801/972-5074.

Sun, Aug 11

CALIFORNIA SHOW & SWAPMEET - Classic Japanese Motorcycle Club, Squaw Valley/Lake Tahoe, Olympic Valley. Info: 916/546-7661.

COLORADO KART RACES - IMI, Denver. Info: 303/286-1813.

COLORADO ROAD RACE - MRA, Mountain View, Mead. Info: 303/530-5678.

IDAHO MOTOCROSS - Fossil Bowl, Clarkia. Info: 208/245-3608 or 245-4940.

* KANSAS MOTOCROSS - K.O.R.R., Summer National, Silver City, Sterling. Info: 316/942-6527.

KENTUCKY HARE-SCRAMBLE SERIES - AMA/Eagle Creek Park, Mason Lane, Owenton. Info: 606/472-3442.

* KENTUCKY MOTOCROSS - AMA/Blue Grass Motocross Park, Thorobred Series, Clay City. Info: 606/744-5916

* MARYLAND SUPERCROSS - AMA Dist. 7 & 13 . Budd's Creek MX Park. Info: 301/475-2000

MASSACHUSETTS MOTOCROSS - New England Motocross Assoc., Capeway Rovers, Middleboro. Info: 860/928-2138.

MASSACHUSETTS ENDURO - NETRA, Mudslinger, Granville. Info: 203/875-5757.

* MEXICO MOTOCROSS - Too Much Fun Promotions, LaPlaya Motocross Grand Prix Series - Rnd 3, Cantamar Sand Dunes, Rosarito Beach. Info: 011-52-661-22525.

NEW YORK TRIALS - District 4, Cayuta. Info: 607/796-9558.

NEW YORK MOTOCROSS - AMA/MSC/Dist. 34/Fall Series/Yamaha Contingency, South Woods Sportsman, Holiday Mountain Ski Area, Monticello. Info: 914/794-4033.

* NEW YORK MOTOCROSS - AMA/Dist. 3, Frozen Ocean Motocross Park Inc., Auburn. Info: 315/784-5466.

* NEW YORK MOTOCROSS - Hunt Motocross Park, WNYSC Challenge Series Race, Robinson Road, Hunt. Info: 716/476-2697.

NORTH DAKOTA MOTOCROSS - North Dakota Motorcycle Association. Bismarck. Info: 701/343-2094

OHIO MOTOCROSS - Sunset Ramblers, Galion. Info: 419/562-6931.

OHIO HARE SCRAMBLE - CRA/ Proffer Promotions, Round 4 Buckeye Series, Round 5, Blackcoal Series, Big Valley, East Palestine. Info: 330/538-2220.

*OHIO MOTOCROSS - Amherst Meadowlarks M.C., Amherst. Info: 216/988-9100.

OREGON RIDE - OMRA/Trailsmen, Road Run, non-points event, Mount Hood. Info: 503/678-2779.

OREGON ROAD RACE - Formula USA & NASB Racing/Suzuki School/OMRRA Racing. Oregon Motorcycle Roadracing Ass'n. Portland Int'l Raceway. Info: 503/221-1487.

* PENNSYLVANIA MOTOCROSS & POKER RUN - AMA/Dist. 6/Flying Dutchmen Motorcycle Club Inc, Pine Grove. Info: 717/345-6340 or 717/345-8734.

TENNESSEE MOTOCROSS - AMA/Christiana Raceway, Christiana. Info: 615/896-3245.

WISCONSIN MOTOCROSS - AMA, Aztalan Cycle Club Inc., North Amer. A Classes, Clubgroungs, Lake Mills. Info: 414/297-9367.

WASHINGTON MOTOCROSS - Spokane, Spokane County ORV Track. Info: Steve Peters, 409/927-8087

*WYOMING MOTOCROSS- HPMA/Laramie Dirt Riders. Info: 307/721-3044.

WYOMING MOTOCROSS - SRAC/CCC, Cheyenne. Info: 800/242-6581.

Tues, Aug 13

CALIFORNIA MOTORCYCLE SHOW - McGee's Grill/Local Dealers, Citrus Heights. Info: 916/966-1364.

CANADIAN/B.C. MOTOCROSS - Night Racing. Mission Raceway Park. Info: 604/533-0233.

Wed, Aug 14

CALIFORNIA DRAG RACE - NHRA, Sacramento Raceway, Sacramento. Info: 916/363-2653.

MARYLAND SHORT TRACK - 1/10 Mile Dirt Short Track, District 7 Amateur and Youth Classes plus Pro and XR100 (No Knobbies), Silencers Required, Baltimore County Trail Riders Assoc., & Cockeysville Optimists, Timonium Maryland State Fairgrounds, Maryland. Info: 410/661-6686.

* OHIO MOTOCROSS - AMA/American Motosports Inc., Holmes County Fair, Millersburg. Info: 614/596-2057.

Aug 16 - 17

WASHINGTON MOTOCROSS - AMA sanctioned. Washougal Motocross track. Info: 541/673-1671

Fri, Aug 16

* CALIFORNIA MOTOCROSS - A.V. Fairgrounds, Lancaster. Info: 805/942-1211 or 942-7880.

* CALIFORNIA SPEEDWAY - International Speedway, Orange County Fairgrounds, Costa Mesa. Info: 714/492-9933.

CALIFORNIA SHORT TRACK - Budweiser and RS Racing, Madera Fairgrounds, Madera. Info: 209/661-0706.

NEVADA MOTOCROSS - CMC/Carson City Yamaha Night, Silverstate Motocross, Carson City. Info: 702/267-4392.

* NORTH CAROLINA FLAT TRACK - Dixie Land Speedway, Elizabeth City. Info: 919/335-7412.

OHIO MOTORCYCLE RACING - Pro/Am AMA sanctioned. Lawrenceburg Motorcycle Speedway, Cincinnati. Info: 513/662-7759.

Aug 17-18

* CALIFORNIA ROAD RACE - WSMC Road Racing Series, Willow Springs International Raceway, Rosamond. Info: 805/256-1234.

CONNECTICUT ENDURO - NETRA, Junior Enduro Championship Series, Summer Slam Jr., Union. Info: 203/875-5757.

ILLINOIS DRAG RACE - AMRA, Midwest Region, 1/4 mile, Gateway International, East St. Louis. Info: 708/250-0838.

MICHIGAN MOTOCROSS - AMA & Dist. 14 Races/ Baja Acres Motocross, ATVs on 18th only. Baja Acres. Millington. Info: 517/871-3356.

NEW YORK SHORT TRACK - AMA/Electric City Riders M.C., Kelly Station Road, Schenectady. Info: 518/374-7979.

NORTH DAKOTA MOTOCROSS - Turtle River MX Club. Arvilla. Info: 701/343-2094

WASHINGTON POKER RUN - Smuggler Poker Run Northwest Motorcycle Assn/Tocoma Trail Cruisers M.C., Capitol Forest, Olympia. Info: 206/840-0445 or 206/242-7044.

* WISCONSIN STADIUM MOTOCROSS - AMA/Dist. 16, Stadium Motocross Series, Lake Geneva Raceway, Lake Geneva. Info: 815/728-0823 aft. 5:30 pm.

WISCONSIN TRIALS - W.O.T.A., Mark Doll's farm, Wauzeka. Info: 608/875-5645.

Aug 17-24

* MISSOURI MOTOCROSS RACES - Sprout Patch Competition, Billings. Info: 417/744-2593.

Sat, Aug 17

ALABAMA MOTOCROSS - Night Motocross, Iron Man MX Park, Warrior. Info: 205/663-0963.

CALIFORNIA MOTOCROSS - CRC Night Motocross, Los Angeles County Raceway, Palmdale. Info: 805/272-8889.

CALIFORNIA SPEEDWAY - Vallejo Speedway, Solano County Fairgrounds Sports Arena, Vallejo. Info: 707/557-6019.

CALIFORNIA MOTOCROSS - GFI Racing, GFI at Night Motocross, Perris Raceway. Info: 909/653-4042.

* CALIFORNIA SHORT TRACK & TT - AMA/Dist. 36/Lodi M.C., Lodi. Info: 209/544-1027.

*CALIFORNIA MOTOCROSS - Racing Enterprises Motosports, Saturday Motocross. Carlsbad Raceway. Info: 619/484-1441.

COLORADO SHORT TRACK & TT - IMI/Dirt Karts/QTR Midgets, Denver. Info: 303/286-1813.

CALENDAR

Calendar listings are a free service for *Cycle News* readers and race promoters. All information is the responsibility of the promoter. **Calendar listings cannot be accepted over the phone**; we must have a complete written Calendar listing on file. Use listing blank in this section. Listings must be received by Wednesday for publication in the following week's issue. We strongly suggest racers/spectators call the promoter/track to confirm details before traveling to the event.

COLORADO SUPERCROSS - SRAC/Extreme, Grand Junction. Info: 800/242-6581.

* FLORIDA MOTOCROSS - Saturday Night, Pepsi Air Dania Motocross Park, Dania. Info: 305/321-9422.

* FLORIDA MOTOCROSS - West Florida Motocross Park, Summer Supercross, Milton. Info: 904/623-6038.

GEORGIA FLAT TRACKLEAGUE - Race #5, Lawrenceville. Info: 770/962-7888.

* KENTUCKY MOTOCROSS - Night Races, Full Throttle Promotions, Inc., Hillbilly Raceway, Hatfield. Info: 606/353-4740.

* KENTUCKY SUPERCROSS - Saturday Night, AMA/District 10, Sheltowee Series, Daniel Boone Motocross Park, London. Info: 606/877-1364.

* LOUISIANA SHORT TRACK & TT - Outlaw Racing, Swampland Raceway, Washington. Info: 318/363-3734.

* MISSOURI MOTOCROSS RACES - Surdyke Series, Sprout Patch Competition, Billings. Info: 417/744-2593.

* NEVADA MOTOCROSS - Desert Nights Series Round 5, Reno Over the Hill Gang, Fernley Int'l Raceway. Fernley. Info: 702/322-4311.

*NEW YORK 1/4 MILE SHORT TRACK - AMA Square Deal Riders M.C., S.D.R. Raceway, Harpursville. Info: 607/693-3215 or 693-2634.

NEW YORK MOTOCROSS - Yamaha Contingency Race, Island Motocross of NY Inc., Bridgehampton Race Track, Bridgehampton. Info: 516/924-2399.

* NEW YORK SUPERCROSS SERIES- Frozen Ocean Motocross Park Inc., Auburn. Info: 315/784-5466.

NEW YORK VINTAGE DIRT TRACK - AHRMA/Classic Bike/Electric City Riders, Duanesburg. Info: 518/365-2257.

NORTH CAROLINA MOTOCROSS - 226 MX/Strick's Cycle, Nebo. Info: 704/652-3758.

NORTH CAROLINA MOTOCROSS - East Bend Speedway, East Bend. Info: 910/699-3629.

* NORTH CAROLINA SUPERCROSS - Daniel's Ridge Supercross, Daniel's Ridge Road, Taylorsville. Info: 704/758-4342

*NORTH CAROLINA SUPERCROSS - NAME/Under the Lights Series, Rolling Hills Cycle Park, Reidsville. Info: 910/342-4492.

NORTH DAKOTA MOTOCROSS - North Dakota Motorcycle Association. 17th is non-points. Arvilla. Info: 701/343-2094

*OHIO MOTOCROSS - Poker Run & Corn Roast, Amherst Meadowlarks MC, Amherst. Info: 216/988-9100.

OHIO FLAT TRACK - Mini & Youth, Bear Creek Speedway, Scotty Brown International Racing, Canton. Info: 330/837-5694.

* PENNSYLVANIA SHORT TRACK - AMA/Trail-Way Speedway, Hanover. Info: 717/359-4310.

WASHINGTON MOTOCROSS - AMA/Outdoor Championship Series, U.S. Women's Motocross League, Washougal. Info: 714/837-3374.

Sun, Aug 18

CALIFORNIA GRAND PRIX - SRA, Glen Helen Raceway, San Bernardino. Info: 909/880-3090.

CONNECTICUT HARE SCRAMBLES - NETRA, Union. Info: 203/875-5757.

CONNECTICUT MOTOCROSS - New England Sports Committee, C. Village. Info: 413/772-0685.

* FLORIDA MOTOCROSS - Inside Line Racing, Yamaha Sunshine State MX Championship, Sun State Raceway, Ona. Info: 407/333-2356.

* KANSAS MOTOCROSS - K.O.R.R., Hillsboro MX Park, Hillsboro. Info: 316/942-6527.

* MARYLAND MOTOCROSS - AMA Dist. 7 & 13. Budd's Creek MX Park. Info: 301/475-2000

* MISSOURI HARE SCRAMBLER - Coffee Creek, Kawasaki & Suzuki, Canton. Info: 573/769-2794 or 573/769-2946.

* NEW YORK MOTOCROSS - AMA/Dist. 3, Frozen Ocean Motocross Park Inc., Auburn. Info: 315/784-5466.

NEW YORK MOTOCROSS - AMA/MSC/Dist. 34/Fall Series/Diamondback Motocross, Modena. Info: 914/795-5697 or 914/565-3651.

OHIO HARE SCRAMBLES - Constitution Ridge Raceway. Belpre. Info: 614/593-6704.

* OKLAHOMA MOTOCROSS - (AMA Rules), Rocky Top USA, Oklahoma City. Info : 405/677-3333 or 800/224-7890.

OREGON ROAD RACE - Roadracing Assoc. of Motorcycles, Coos Bay International Speedway, Coos Bay. Info: 541/269-2474.

PENNSYLVANIA MOTOCROSS - Sleepy Hollow Motocross, Fredricksburg. Info: 717/273-1180 or 717/273-9212.

SOUTH CAROLINA MINI-MOTORCYCLE ROAD RACING - Smoky Mountain-Mini Road Racing Assoc., Palmetto Super Track, Elgin. Info: 704/376-5389.

WASHINGTON ROAD RACE - WMRRA, Hoquiam. Info: 206/972-4499.

* VIRGINIA MOTOCROSS - AMA/District 13, District 29, Hammerhead Grand Championship Motocross Series, Wytheville. Info: 804/836-3633.

Tues, Aug 20

CANADIAN/B.C. MOTOCROSS - Night Racing. Mission Raceway Park. Info: 604/533-0233.

Wed, Aug 21

CALIFORNIA DRAG RACE - NHRA, Sacramento Raceway, Sacramento. Info: 916/363-2653.

WYOMING SHORT TRACK - AMA/Motorsports of America, Wyoming State Fairgrounds, Douglas. Info: 800/544-8714.

Aug 23-24

* NEW YORK MOTOCROSS - AMA/Broome-Tioga Sports Center, Suzuki East Coast Amateur Nationals,Binghamton. Info: 717/222-9290 or 607/648-4997

Fri, Aug 23

* CALIFORNIA SUPERCROSS - Cycleland Speedway, Chico. Info: 916/342-0063.

* CALIFORNIA SUPERCROSS - B&L Racing Promotions. Sacramento, Raceway Park. Info: 916/483-6548.

* CALIFORNIA SPEEDWAY - International Speedway, Orange County Fairgrounds, Costa Mesa. Info: 714/492-9933.

MICHIGAN FLAT TRACK - Auto City Speedway Asphalt Racing Series, 600 Pro, Pro/Am, 250-500cc combine amateur class, Auto City Speedway, Flint. Info: 810/659-0325.

NEVADA MOTOCROSS - CMC/Thin Air Motorsports Night, Silverstate Motocross, Carson City. Info: 702/267-4392.

NEW YORK FLAT TRACK - AMA Pro Am Northeast Series, On-Time Productions, Orange County Fairgrounds, Middletown. Info: 914/343-4826.

OHIO MOTORCYCLE RACING - Pro/Am AMA sanctioned. Lawrenceburg Motorcycle Speedway, Cincinnati. Info: 513/662-7759.

* WISCONSIN STADIUM MOTOCROSS - AMA/Dist. 16, Stadium Motocross Series, Lake Geneva Raceway, Lake Geneva. Info: 815/728-0823 aft. 5:30 pm.

Aug 24-25

CALIFORNIA DUAL SPORT - AMA/District 37, 96, Calif. Trail Rides. Crane Valley Cmpgd at Bass Lake. Info: 714/992-9291.

INDIANA DUAL SPORT - AMA/Stoney Lonesome M/C, Dual Sport Trail Ride Series, Columbus. Info: 512/372-1437.

INDIANA DRAG RACE - IDBA, US 41 Dragway, Morocco. Info: 205/849-7886.

MINNESOTA ROAD RACE - Central Roadracing Association, Brainerd. Info: 612/332-4070.

TEXAS DRAG RACE - AMRA, National, 1/4 mile, Texas Motorplex, Ennis. Info: 708/250-0838.

Sat, Aug 24

ALABAMA MOTOCROSS - Night Motocross, Iron Man MX Park, Warrior. Info: 205/663-0963.

CALIFORNIA MOTOCROSS - CRC Night Motocross, Los Angeles County Raceway, Palmdale. Info: 805/272-8889.

CALIFORNIA SATURDAY NIGHT MOTOCROSS - Riverfront Park, Marysville. Info: 916/695-2727.

CALIFORNIA MOTOCROSS - GFI Racing, GFI at Night Motocross R9, Perris Raceway. Info: 909/653-4042.

CALIFORNIA TRIALS - AMA/ Hard Rock Vintage, Sacramento. Info: 916-753-2519.

* CALIFORNIA SHORT TRACK & TT - AMA/Dist. 36/Lodi M.C., Lodi. Info: 209/544-1027.

* CALIFORNIA MOTOCROSS - Racing Enterprises Motosports, Saturday Motocross. Carlsbad Raceway. Info: 619/484-1441.

CALIFORNIA SPEEDWAY - Vallejo Speedway, Solano County Fairgrounds Sports Arena, Vallejo. Info: 707/557-6019.

COLORADO SUPERCROSS - SRAC/CMP, Adams County. Info: 800/242-6581.

* FLORIDA MOTOCROSS - Saturday Night, Pepsi Air Dania Motocross Park, Dania. Info: 305/321-9422.

* KANSAS MOTO/SCRAMBLES - K.O.R.R., Green Acres, Marion. Info: 316/942-6527.

* KENTUCKY ARENA CROSS - KTMXA/Paris Dirt-Trackers Inc. Eddyville, Lyon County Fairgrounds. Info: 901/642-0511 (days)

MASSACHUSETTS ENDURO - NETRA, Junior Enduro Championship Series, Knox II Jr., Southampton. Info: 203/875-5757.

* MISSOURI MOTOCROSS - Surdyke Series, Sprout Patch Competition, Billings. Info: 417/744-2593.

MONTANA MOUNTAIN SCRAMBLES - Great Divide Mountain Scrambles. Big Rock Motorsports, Helena. 406/442-2698

NEW YORK 1/4 MILE SHORT TRACK - AMA Square Deal Rider M.C., S.D.R. Raceway, Harpursville. Info: 607/693-3215 or 693-2634.

NORTH CAROLINA MOTOCROSS - East Bend Speedway, East Bend. Info: 910/699-3629.

NORTH CAROLINA MOTOCROSS - Hang Time Motocross Park, Open Practice also, Carthage. Info: 910/947-5340.

OHIO MOTOCROSS - KX BUCKS, AMA/District 11, Action Sports Promotions Inc., Nelsonville. Info: 614/594-6686.

* PENNSYLVANIA SUPERCROSS - AMA/Trail-Way Speedway, Hanover. Info: 717/359-4310.

* VIRGINIA MOTOCROSS - AMA/Saturday Night Motocross, Danville. Info: 804/836-3633.

Sun, Aug 25

* ARKANSAS HARE SCRAMBLE - Crossroads, Durham. Info: 501/521-4194.

CALIFORNIA SHOW - Long Beach Motorcycle Parts Exchange, Long Beach Veteran's Memorial Stadium, Long Beach, Long Beach. Info: 310/426-4641.

CALIFORNIA TRIALS - AMA/ Hard Rock Trials, Sacramento. Info: 916-753-2519.

COLORADO KART RACES - IMI, Denver. Info: 303/286-1813.

COLORADO ROAD RACE - MRA, Second Creek, Denver. Info: 303/530-5678.

* FLORIDA MOTOCROSS - Inside Line Racing, Yamaha Sunshine State MX Championship, Dade City Raceway, Dade City. Info: 407/333-2356.

* FLORIDA ROAD RACE - CCS, Moroso Motorsports Park, West Palm Beach. Info: 407/793-3394.

ILLINOIS TRIALS - Variety Riders M.C., Variety Rider M.C. Clubgrounds, Ottawa. Info: 815/434-6143.

IOWA HARE SCRAMBLES - Iowa Enduro Riders Association, Dow City. Info: 515/795-3440.

IOWA OBSERVED TRIALS - All-Iowa Trials Riders Association, Al Upah Farm, Tama. Info: 515/484-2875.

KENTUCKY MOTOCROSS - Pendleton Co. M/C Park, Center Ridge Rd., DeMossville. Info: 606472-3442.

MARYLAND MOTOCROSS - AMA/Dist. 7/Antietam M.C. Inc., Hagerstown. Info: 301/797-8686 or 301/797-1607.

MARYLAND YOUTH MOTOCROSS - Middle Atlantic Motocross Association, Budds Creek. Info: 410/273-9035.

MASSACHUSETTS HARE SCRAMBLES - NETRA, Mohawk, Cheshire. Info: 203/875-5757.

MASSACHUSETTS TURKEY RUN - NETRA, Slippery Rock, Gardner. Info: 203/875-5757.

* NEW YORK MOTOCROSS - AMA/125/250 National Motocross, Broome-Tioga Sports Center, Binghamton. Info: 717/222-9290 or 607/648-4997.

* NORTH CAROLINA HARESCRAMBLES - NC Assoc. Series, Devils Ridge, Sanford. Info: 919/776-1767.

NORTH CAROLINA MOTOCROSS - Victory Sports Racing, Carolina Ultra Series - Rnd 8, Top Gun, Linconton. Info: 423/323-5497.

NORTH DAKOTA MOTOCROSS - North Dakota Motorcycle Association. Beulah. Info: 701/343-2094

OHIO CROSS COUNTRY - AMA/Racer Productions, Grand National Cross Country Tour, Burr Oaks, Millfield. Info: 304/284-0084.

* PENNSYLVANIA MOTOCROSS - AMA/Dist. 6/Flying Dutchmen Motorcycle Club Inc., Pine Grove. Info: 717/345-6340 or 717/345-8734.

* VIRGINIA MOTOCROSS - AMA/District 13, Hammerhead Grand Championship Motocross Series, Danville. Info: 804/836-3633.

* WISCONSIN MOTOCROSS - AMA/Dist. 16, Tripplecross, Lake Geneva Raceway, Lake Geneva. Info: 815/728-0823 after 5:30 pm.

* WYOMING MOTOCROSS- HPMA/Powder Basin Motocross Club, Gillette. Info: 307/682-0849.

Tues, Aug 27

CANADIAN/B.C. MOTOCROSS - Night Racing. Mission Raceway Park. Info: 604/533-0233.

Wed, Aug 28

CALIFORNIA DRAG RACE - NHRA, Sacramento Raceway, Sacramento. Info: 916/363-2653.

* KENTUCKY MOTOCROSS - AMA/American Motosports Inc., Greenup County Fair, Greenup. Info: 614/596-2057.

Fri, Aug 30

* CALIFORNIA SPEEDWAY - International Speedway, Orange County Fairgrounds, Costa Mesa. Info: 714/492-9933.

* CALIFORNIA SUPERCROSS - Checkered Flag Promotions, Friday Nite at the Races, Shasta District Fairgrounds, Anderson. Info: 916/347-6686.

IOWA FLAT TRACK RACE - 8th Annual Nostalgic Antique Motorcycle Half-Mile Flat Track Race. Mississippi Valley Fairgrounds. Davenport. (Aug 31, if 30 is rained out) Info: 319/359-3400.

NEVADA MOTOCROSS - CMC/Kawasaki Of Reno Night, Silverstate Motocross, Carson City. Info: 702/267-4392.

OHIO MOTORCYCLE RACING - Pro-Am AMA sanctioned. Lawrenceburg Motorcycle Speedway, Cincinnati. Info: 513/662-7759.

PENNSYLVANIA MOTOCROSS - AMA/Steel City USA, 250/125cc, Pro MX National Championship Finals, Delmont. Info: 304/284-0084.

* WISCONSIN STADIUM MOTOCROSS - AMA/Suzuki Dual State Challenge, Dist. 16, Stadium Motocross Series, Lake Geneva Raceway, Lake Geneva. Info: 815/728-0823 after 5:30 pm.

Aug 31-Sept 2

CALIFORNIA MOTOCROSS/SUPERCROSS/GP- CRC Combo Series, Los Angeles County Raceway, Palmdale. Info: 805/272-8889.

UTAH MOTOCROSS - Wild West Nationals Final, Sherwood Hills, Logan. Info: 801/972-5074.

Aug 31- Sept 1

GEORGIA OBSERVED TRIALS - Southeastern Trials Riders Association, Monroe. Info: 770/922-4971 or 784-0284.

HAWAII HARE & HOUND/MOTOCROSS - 42nd Annual Labor Day Event, Team Hawaii Sports, The Garden Island M/C, Kauai. Info: 808/822-0244.

MICHIGAN ROAD RACE - AMA/Great Lakes Road Racing Assoc., Gingerman Raceway, South Haven. Info: 616/774-9902.

NEW HAMPSHIRE MOTOCROSS - New England Motocross Assoc., Keene. Info: 860/928-2138.

* OKLAHOMA MOTOCROSS - AMA/Rocky Top USA, Oklahoma City. Info : 405/677-3333 or 800/224-7890.

OREGON DUAL SPORT - AMA/Lobos M/C Inc., Dual Sport Trail Ride Series, Portland. Info: 503/656-5801.

PENNSYLVANIA MOTOCROSS - AMA/Steel City USA, 250/125cc, Pro MX National Championship Finals, Delmont. Info:304/284-0084.

PENNSYLVANIA MOTOCROSS - AMA/Outdoor Championship Series, U.S. Women's Motocross League, Steel City. Info:714/837-3374.

WASHINGTON ROAD RACE - WMRRA, Bremerton. Info: 206/972-4499.

Sat, Aug 31

ALABAMA MOTOCROSS - Night Motocross, Iron Man MX Park, Warrior. Info: 205/663-0963.

CALIFORNIA MOTOCROSS - GFI Racing, GFI at Night Motocross Final, Perris Raceway. Info: 909/653-4042.

* CALIFORNIA MOTOCROSS - Racing Enterprises Motosports, Saturday Motocross. Carlsbad Raceway. Info: 619/484-1441.

CALIFORNIA SPEEDWAY - Vallejo Speedway, Solano County Fairgrounds Sports Arena, Vallejo. Info: 707/557-6019.

* FLORIDA MOTOCROSS - Saturday Night, Pepsi Air Dania Motocross Park, Dania. Info: 305/321-9422.

IDAHO MOTOCROSS - Fossil Bowl, Clarkia. Info: 208/245-3608 or 245-4940.

* KENTUCKY MOTOCROSS - Night Races, Full Throttle Promotions Inc., Hillbilly Raceway, Hatfield. Info: 606/353-4740.

MARYLAND DIRT DRAGS - 80 percent in all classes, Rawlings Dirt Drags, Inc., Rawlings. Info: 301/729-6131.

NEW YORK 1/4 MILE SHORT TRACK - AMASquare Deal Riders M.C., S.D.R. Raceway, Harpursville. Info: 607/693-3215 or 693-2634.

NORTH CAROLINA MOTOCROSS - East Bend Speedway, East Bend. Info: 910/699-3629.

* NORTH CAROLINA SUPERCROSS - Daniel's Ridge Supercross, Daniel's Ridge Road, Taylorsville. Info: 704/758-4342

* OHIO MOTOCROSS - AMA/District 1/Dirt County, Blanchester. Info: 513/791-8970 or 513/625-7350.

* OHIO SUPERCROSS - Western Reserve Motorcycle Club (CRA), Salem. Info: 330/337-8077

OHIO FLAT TRACK - State Kart Champ, Bear Creek Speedway, Scotty Brown International Racing, Canton. Info: 330/837-5694.

VIRGINIA MOTOCROSS, ALL CLASSES - Powerline Motocross Playground, Willis. Info: 540/789-7640 or 789-7260.

FREE CALENDAR LISTINGS

Calendar listings are a free service. Type or legibly print all the information asked for below and mail to Cycle News Calendar, P.O. Box 498, Long Beach, CA 90801-0498. Calendar listings cannot be accepted over the phone; we must have a complete Calendar listing form. Listings must be received by the close of business on Wednesday for publication in the following week's issue.

Event date: _____

Type of event: _____ Pro Payback: ❑ Yes ❑ No

Event sanction/promoter/sponsoring club: _____

_____

Location of event: _____

_____

City/Town: _____ State: _____

Phone Number (with area code): ( ) _____

Your name: _____

RESULTS

Motocross
Florida/Georgia
Outlaw Series
North Florida
Raceway
Jackson, FL
Final Standings

125 INT
Darrin McCurdy
Shawn McManus
Larry Morrison
250 INT
Brett Bohannon
David Brewer
Mike Ellington
S/MINI
Alexas Andreu
Bobby Brady
Justin Holstein
125 NOV
Carlos Rivera
Shawn Kerneghen
Dustin McKenzie
250 NOV
Dean Dixon
Rob Kerneghen
Kris Raade
VET NOV
Charlie Dukes
Tim Conner
Kelly Rubel
80 OPEN
Danny Palato
Bobby Brady
Justin Holstein
P/W
Matt Hinton
Chris Holstein
Chris Carney
S/P/W
Travis Graves
Justin Whitley
Patrick West
60
Raymond Whitley
Michael Grass
Ryan Lindstrom
80 BEG
Josh Lloyd
Chris Germano
Calib Peacock
15-29
Steve Drumond
Shawn McManus
Darrin McCurdy
30+
Tommy Ackerman
Danny Sears
Eric Lindstrom
35+
Ted Long
Eric Lindstrom
Steve Dixon
40+
Tom Morris
Ernie Millan
John Barling

Motocross
EARA
Atlantic Cup
Round 4
Hampton, VA
June 16

OPEN
Ken Martin Yam
Bill Cole Yam
Tom Hughey Yam
Tim Cochran Yam
Troy Hansen Yam
S/SPRT
Bill Lillis Yam
Dave Dufrene Yam
Marty Lentz Yam
Ken Martin Yam
Ken Moyer Yam
STK AM
Eugene Dissaro Yam
Mary Jane Massi Yam
Merle Eschman Yam
Will Langdon Yam
Darren Ashurst Yam
GP
Ken Martin Yam
Marty Lentz Yam
Bill Cole Yam
Tom Hughey Yam
Bill Lillis Yam
STK EX
Marty Lentz Yam
Chris Gardner Yam
Jim Gardner Yam
Chad Wasileski Yam
Thomas Fujita Yam
WERKS
Mary Jane Massi Yam

Road Racing
EARA
Atlantic Cup
Round 5
Hampton, VA
July 7

OPEN
Ken Martin Yam
Bill Cole Yam
Joey Schott Yam
Rod French Yam
Terry Beach Yam
S/SPRT
Bill Lillis Yam
Darren Ashurst Yam
Dave Dufrene Yam
Dave Wheeler Yam
Chad Wasileski Yam
STK AM
Darren Ashurst Yam
Paul Masich Yam
Chad Williams Yam
Vince Chambers Yam
Colleen Connely Yam
GP
Ken Martin Yam
Bill Lillis Yam
Bill Cole Yam
Steve Shoul Yam
Tim Cochran Yam
STK EX
Scott Moxey Yam
Chad Wasileski Yam
Dave Dufrene Yam
Dave Wheeler Yam
Chris Gardner Yam
WERKS
Darren Ashurst Yam

Motocross
Possum Hollow MX
Park
Springfield, MO
July 7
By Jerry Sharp

P/W (4-6)
Chance West
Anthony Vail
Tyler Wayt
Dylan Tomlin
Tallon Gere
60
Stephan Simmoneau
Michael Simmoneau
Jimmy Albertson
Missy Clark
Mike Garrison
80 SR
Joe Jarvis
Jeremy Davis
125 BEG
Charles Hachtel
Greg Palmershiem
James Grier
Mark Dinwiddie
Gregg Martin
250 BEG
Pat Haney
Roger Sparks
Doug Adams
Robert Rhodes
Brian Sportsman
250 INT
Dustin Taylor
Jack Jones
Ryan Powell
30+
Doug Gere
R.D. Peterson
Jim Shaddox
Fred Giarette
Charles Amadeo
P/W (7-8)
Jimmy Albertson
Jeff Cruthcer
Mike Garrison
Justin Mills
Chase Frances
80 BEG
Chris Muse
Greg Albertson
Scott O'Conner
Jonathan Tomlin
Beau Burnett
SCHBY
James Grier
Davey Dryer
125 NOV
Ryan Branch
Aaron Shaw
Davey Dryer
250 NOV
Ryan Branch
Steve Logston
Randy Southard
Doug Fidler
Scott Clark
250 EX
Ron Turner
John Vazquez
Johnny McMillian
35+
Terry Tennant
Steve Bass
Shawn Hall
OUTLAW
Dustin Taylor
Darrin Stark
Jack Jones

Road Racing
OMRRA
Portland, OR
July 4

OPEN S/SPRT
Jon Burtness Yam
Mike Sullivan Yam
Grant Yanik Suz
Mark Lorentz Suz
Clyde Akers Kaw
750 S/SPRT
Shawn Roberti Kaw
Jimmy Moore Yam
Jon Burtness Yam
Mike Sullivan Yam
Scott Borthwick Suz
600 S/SPRT
Shawn Roberti Kaw
Jimmy Moore Hon
David Cook Hon
Don Becklin Hon
Jason Fraser Hon
450 S/SPRT
Matthew Brown Yam
Jake Jensen Yam
Mike Orien Yam
Kevin Normet Yam
Josh Mack Yam
OPEN S/BK
Keith Pinkstaff Kaw
Jimmy Moore Yam
Jason Fraser Yam
Jon Burtness Yam
Rob Mesa Yam
750 S/BK
Jimmy Moore Yam
Jason Fraser Yam
Jon Burtness Yam
Mike Sullivan Yam
Mark Lorent Suz
250 GP
Karl Schenk Yam
Darrel Rankin Yam
David Kaagan Yam
Scott Martin Yam
Mike Diambrogia Yam
600 S/BK
Shawn Roberti Kaw
Jimmy Moore Hon
David Cook Hon
Don Becklin Hon
Jason Fraser Kaw
M/W S/BK
Rich Shuerman Yam
Grant Yanik Yam
Ryan Bucknum Yam
Nobi Iso Hon
Brian Spier Suz
125 GP
Nobi Iso Hon
Richard Matthews Hon
Bruce Lind Yam
Marc Oplinger Hon
Danielle Saxman Hon
450 S/BK
Rick Thompson Yam
Grant Yanik Yam
Rich Shuerman Yam
Dave Heinricks Yam
Matthew Brown Yam
OPEN CLSC S/BK
Jay Ibold BMW
Chris Chesnutt Kaw
David Kaechele BMW
L/W S/BK
Colin Jensen Duc
Craig Harry Suz
Bob Martin Hon
Phil Holden
Ward Rodgers BMW
U/L S/BK
Kurt Sager Yam
Wayne Chan Hon
Ken Pruett Yam
Frank Bethold Yam
Brice Bille Yam
OPEN GP TW
George Ledwith Duc
John Clemens Yam
Kenneth Botham Hon
Frank Schatzer Kaw
Briggs Willoughby Hon
650 GP
Kenneth Botham Hon
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Dan WIlson Hon
SM-BR CLSC S/BK
Darryl Williams Yam
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Rainer Lange Yam
Will Mertena Yam
Mark Beck Yam
OPEN VINT
Ralph Yenne Hon
David Morgan Hon
Jay Ibold BMW
David Kaechele BMW
Terrry Clark Tri
500 VINT
Mark Leslie Suz
Matt Crandall Hon
Eric Sowle Hon
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James Robinson Duc
250 VINT
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Chris Kerber Aer
NOV
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Irwin-Rainer Kerk Ric
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Chris McDonald Yam
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Lake Mills, WI
June 29
By Al Sumner

80 JR
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Steven Moss Suz
Jesse Janisch Kaw
Mark Zeidler Yam
Blake Young Hon
80 SR
Nick Hammer Suz
Brad Routheaux Hon
Chirs McBurney Suz
Eric Ehle Yam
David Schultz Suz
COMB
Todd Kluever Suz
Pat Dollak Hon
T.J. Zeidler Yam
Stephanie Welch Yam
Justin Voight Suz
250
Brad Rosine Hon
Jeremy DeRuyter Hon
John Hundertmark Hon
Dan Vrana Kaw
Todd Kuever Suz
400
John Hundertmark Suz
Dan Vrana Hus
Louis Lauters Suz
Tom Boerger Kaw
Dan Lauters Jr. Suz
500
Rick Bretl Hon
Dave Cartwright Suz
Steve Forrest Yam
Kye Ybema Rtx
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OPEN TW
Mike DuVall H-D
Mike Vrana Tri
Ralph Chudy Jaw
SR (40+)
Ron Schettl Kaw
Steve Prisk Yam
Al Sumner Suz
Carmie Thompson Suz
Byron Verdung
VET (30-39)
Dave Cartwright Suz
Steve Forrest Yam
Bill Stornello Yam
Tom Boerger Kaw
Dan Grzechowiak Yam
50 SHAFT
Brock Schwarzenbacher Yam
Scooter Piekos Yam
Dylan VanDenHoek Yam
Collin Buth Yam
P.J. Krueger Yam
65
Tyler Smulders Kaw
Jesse Janisch Kaw
Derek Weber Kaw
Blake Young Kaw
Daniel Statter Kaw
50 CHAIN
Brock Schwarzenbacher CBR
Eric Chartier LEM
Dylan VanDenHoek M-M
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Send results of races ASAP after the event to: Results, Cycle News, P.O. Box 498, Long Beach, CA 90801-0498. Results should be typewritten, and include the type of event, name of race track, city and state where located, date of event, name of person submitting the material, the top five finishers in each class, and the brand of bike each finisher rode.

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Honda/Suzuki/Kawasaki/Polaris/Sea Doo dealer looking for experience mechanic. Relocate to mid-size town in Northern Nevada. Competitive wages depending on experience. Call Tom at (702)883-6111 or Fax Resume (702)883-6480. NV.(225/TFN)

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Looking for service personnel for Suzuki, Kawasaki, Yamaha dealership. Career position, year round work. Harvey. (704) 283-8586. NC. (329-32)

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American Honda Motor Co., Inc., is seeking an experienced sales professional who can identify new sales opportunities, investigate untapped markets and identify/qualify dealer applicants. This position will assist dealers in attaining short and long term sales, market share and profitability goals, as well as be a liaison for dealer communications and concerns with AHM. In addition, will monitor and maintain knowledge of sales and marketing conditions in the district, and be responsible for positively affecting the sales potential and achieving the sales goals fir the Motorcycle Division in the territory. The ideal candidate will possess: BA/BS degree in Business Administration, Marketing or equivalent work experience. 2 or more years sales experience in either wholesale or retail environment. (Motorcycle industry preferred). Knowledge of motorcycle products and dealership operations and additional experience with advertising /promotions/marketing are a plus. Strong negotiating/selling skills and PC proficiency. Requires approx. 70% travel throughout WA, MT, ID and WY. American Honda offers competitive salaries, comprehensive benefits and the opportunity to grow with an industry leader. For consideration, mail your resume and salary history to: American Honda Motor Company, Inc., 1919 Torrance Blvd. 100-1C-3A GJHG, Torrance, Ca. 90501-2746. EOE. (229)

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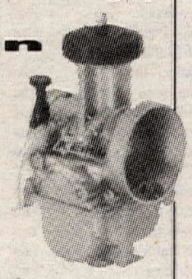

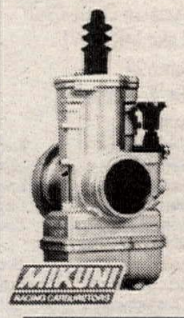

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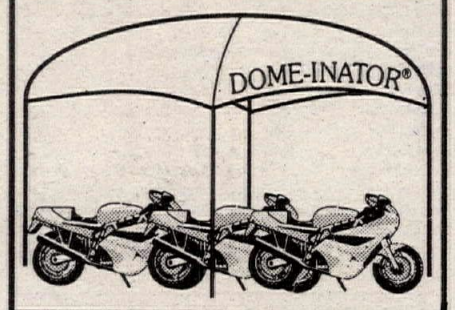

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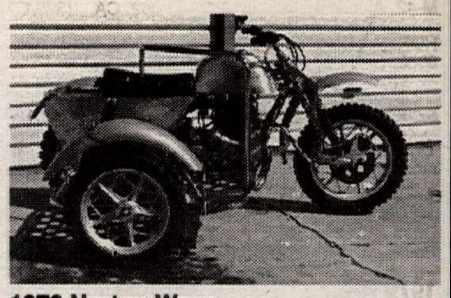

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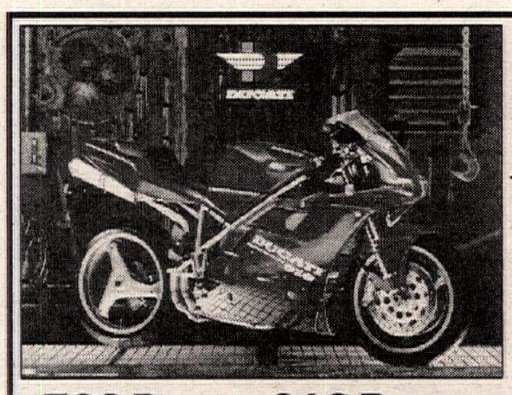

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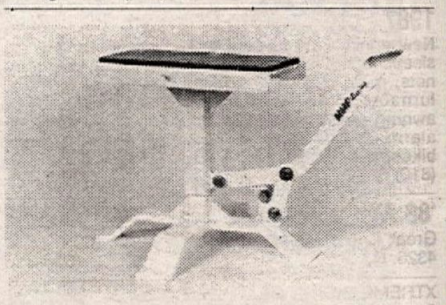

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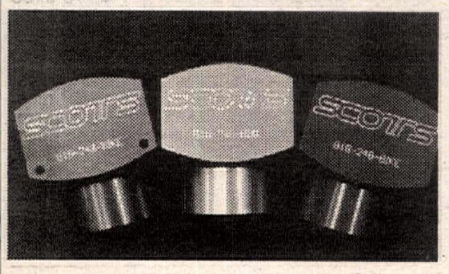

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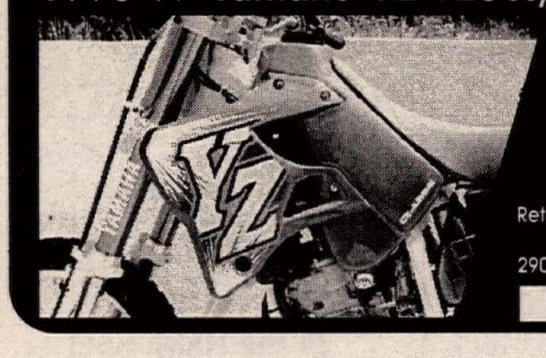

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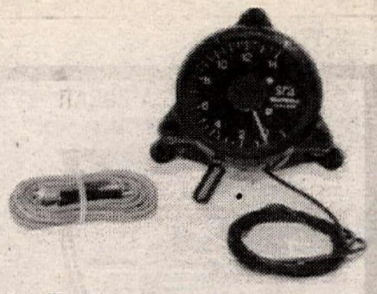

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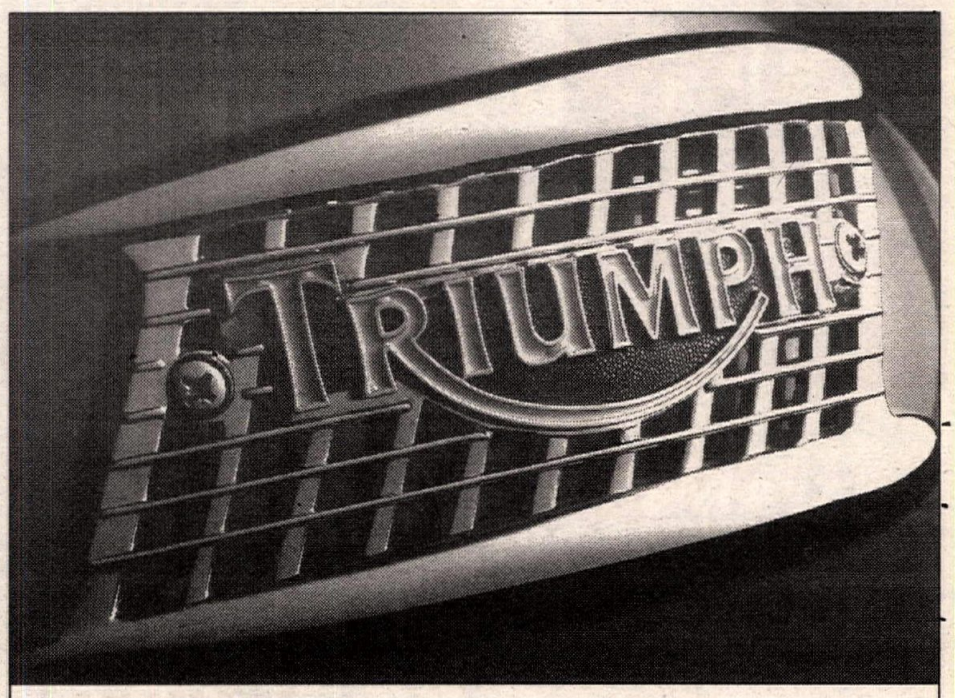

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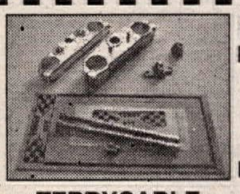

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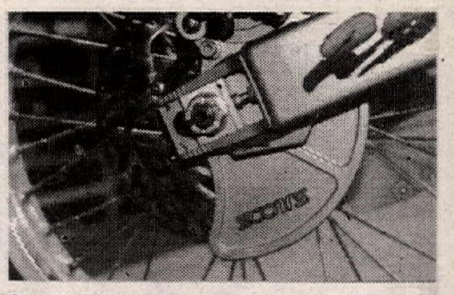

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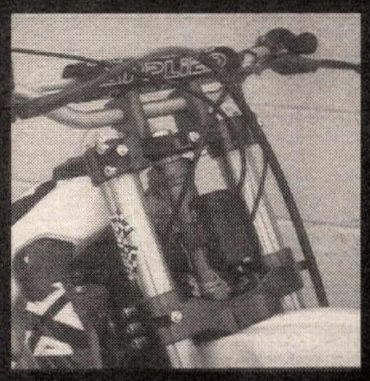

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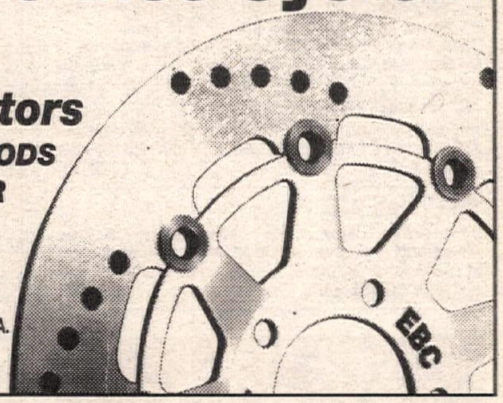

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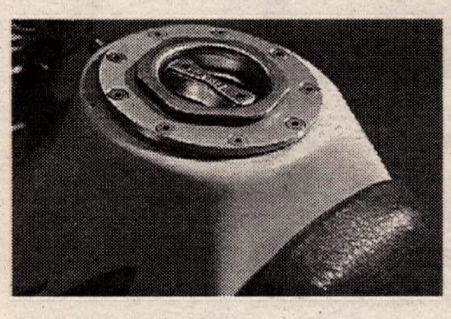

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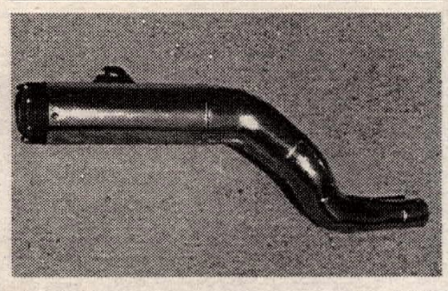

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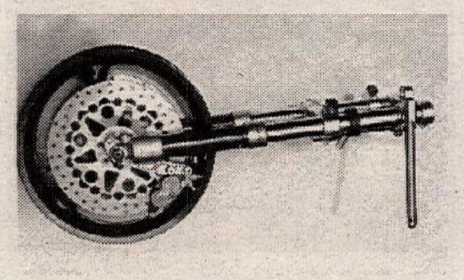

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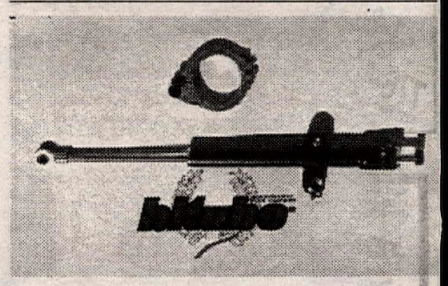

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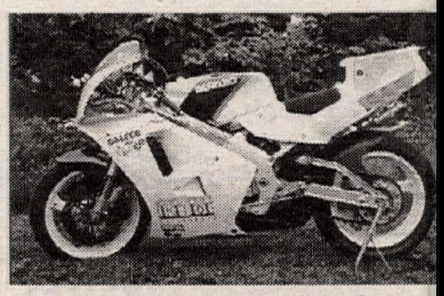

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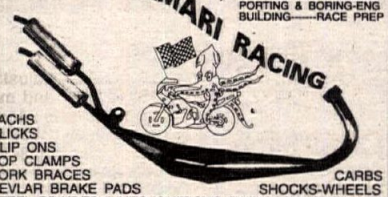

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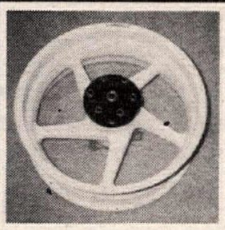

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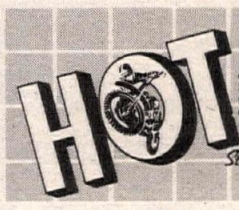

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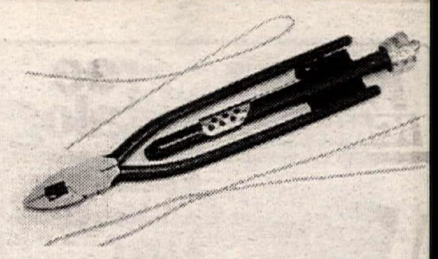

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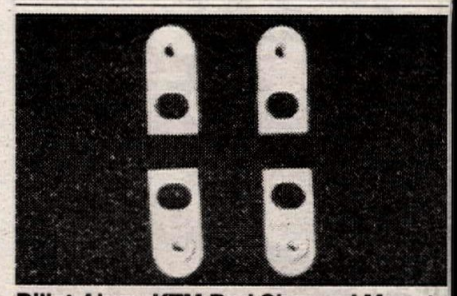

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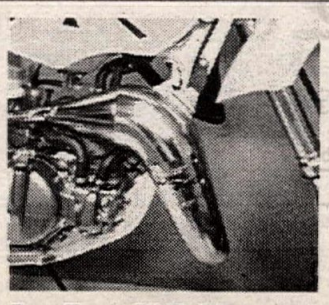

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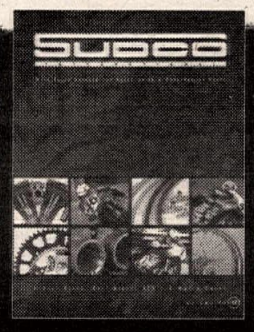

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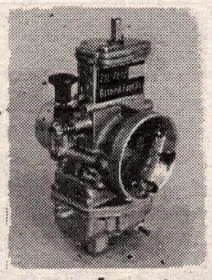

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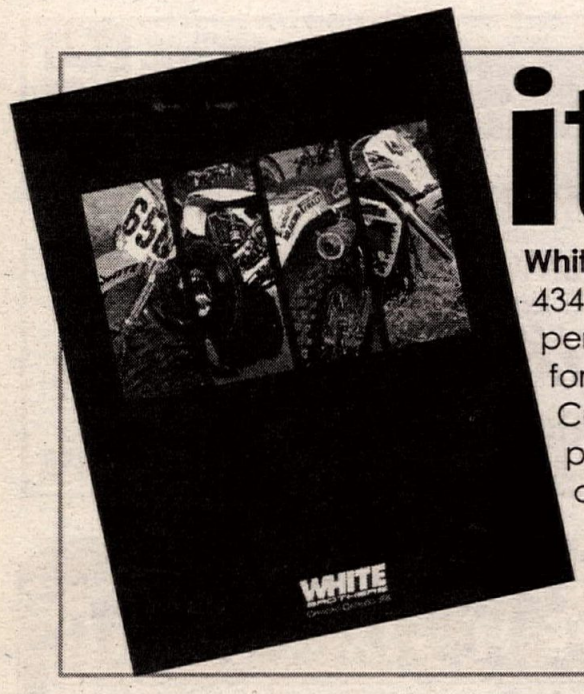

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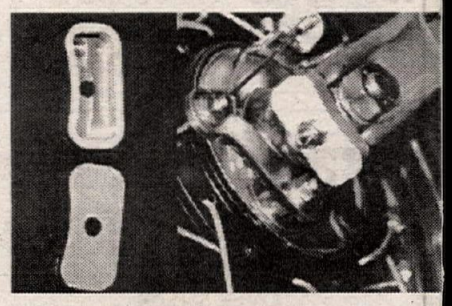

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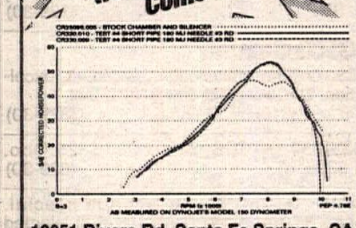

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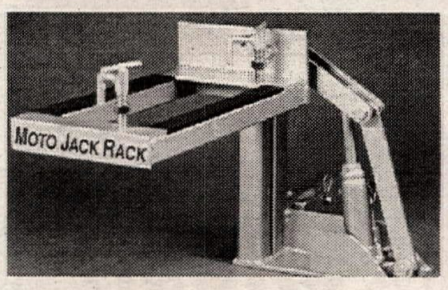

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RACER X

By Davey Coombs

With the Olympics starting this week, now would be a good time for American motocross fans to start thinking about who they would like to see on Team USA for our sport's version of the Olympics - the 1996 Motocross des Nations in Jerez, Spain. However, unlike in years past, the fans have no input in who will be on the three-man team this year. In fact, the 1996 team was chosen long ago - in February, to be exact, before the outdoor motocross Nationals even started. At that race AMA MX manager Duke Finch invited defending 125cc National Champion Steve Lamson as the 125cc pick, four-time 250cc Supercross Champion Jeremy McGrath in the premier class, and Team Kawasaki's Ryan Hughes as the 500cc entry. Not a bad team at all, except for one glaring omission: What about Jeff Emig?

Throughout the years America has had numerous problems fielding teams for the team championship event. Things like politics, budget, pride, holiday, injuries and a lack of interest have played as much a part in the selection of Team USA as outright speed.

Every fan of the MX des Nations no doubt remembers how Team USA sent over four unknown Honda riders in 1981 with the help of then-Honda boss Roger DeCoster and MXA's Dick Miller. After several years of not even fielding a team due to a lack of interest, America sent the quartet of Johnny O'Mara, Danny LaPorte, Donnie Hansen and Chuck Sun, who pulled off the greatest upset in MX des Nations history after America's other "best" riders (Broc Glover, Mark Barnett, Kent Howerton, etc.) were not available to race. That started a streak of 13 years when the Yanks would not lose either the MX des Nations or the now-defunct Trophee des Nations. But during that same time American interest started to wane again. Now it was the pressure of being on the team that actually blew the streak that kept some American heroes home. It got so bad in 1992 that Team USA broke a 10-year tradition of denying GP regulars the chance to compete by sending expatriate Billy Liles as the 500cc rider after Jeff Ward, Jeff Stanton and Mike Kiedrowski all balked. Liles held up his end of the bargain that year in Australia but was snubbed the next year in favor of Kiedrowski and newly-crowned U.S. SX champ Jeremy McGrath, who had yet to show any outdoor talent at that point in his career. McGrath ran 4-7 in Austria and America barely won again.

In the year that followed Jeremy took such a beating in some of the American magazines that he stated that he would not go to Roggenburg, Switzerland. It proved to be a smart move on his part because that's the day - after 13 straight years - the Americans finally lost. McGrath got better (much, much better) the next year as far as outdoor racing goes and he won the 250cc outdoor championships, but again he begged off Team USA because he wanted to go on vacation and Honda had no budget for him to go. This move caused quite a stir because Lamson showed up in Slovakia on Honda's dollar and McGrath showed up at a money-paying race in Italy the next weekend. (American riders receive no financial incentive to compete for Team USA - they do it as a duty to their country.) America lost again and it was time to put pressure on McGrath.

In recent years the fans voted for the team on a popular ballot, but the AMA scrapped that after Jeremy kept winning and then turning down the election. This year the AMA took it upon themselves to designate a team and lean on those chosen to compete. From the start, McGrath - now an extremely accomplished outdoor pilot - said that he would ride the 250, and the AMA said okay, much to every fan's delight. Lamson, McGrath's Honda teammate, was a logical choice to return as the 125 rider even though he was somehow underpowered, and the Honda rider was soundly beaten by Sebastien Tortelli and Stefan Everts last year. But Lamson is faster, stronger and completely dedicated to Team USA this year.

"Sometimes it's all I think about, losing to that kid like that," said Lamson just last weekend at the Red Bud 125cc National. "I'll be out training or practicing or even doing laps at a National and I'll think about that day (in Slovakia) and just go harder and harder. I can't wait to go to Spain. I have to race that guy again."

Ryan Hughes also lost last year but his excuse was that it was his first-ever major 500cc ride. A 125cc rider for most of his career to that point, Hughes was chosen as the Open-class rider because Kawasaki is the only team in America with a working 500cc race bike still in the race shop. Former teammates Kiedrowski and LaRocco left the company after the '95 season, and Hughes was the only man to take up the reins. Hughes was very close to beating Belgium's Joel Smets in that last 250/500cc moto, but Kurt Nicoll crashed in front of the American and that was that. To sum it up, Hughes performed admirably; he did as well as he could.

Now comes the controversy. Throughout the last four years only one rider has stepped up to represent America every time he was asked - Jeff Emig. In four straight MX des Nations appearances dating back to 1992 Emig won his class three times, losing only to Englishman Paul Malin that strange day in 1994. Even last year, while Lamson and Hughes lost their classes, Emig won the 250cc class for Team USA. In eight career MX des Nations motos Emig has never finished worse than second!

"I look forward to that race every year and I'm always ready to go wherever they want me to go for Team USA," said Emig last weekend. "I was ready to go this year but at the Atlanta Supercross back in February the AMA asked me if I would ride the 500, and I said, 'Hey, I shouldn't have to ride the 500. We hadn't even started the outdoor season yet and I was planning on beating Jeremy and being the best guy for the 250 class. That night in Atlanta last winter, I wasn't even thinking about a race in September!"

The AMA was, and that night they invited Lamson, McGrath and Hughes to be on Team USA. Emig was crushed. "I would've said yes to ride the 500 if that's what it took to get me on the team. I would say yes right now, 125, 250 or 500!"

No one here doubts Hughes' desire and worth as a 500cc rider, or that of Lamson in the 125cc class or Jeremy in the 250s, but in April Ryno broke his jaw and missed six weeks of action. Still on the mend from that accident, Ryno is still working on getting his speed back. Meanwhile, Emig is the only guy to have beaten McGrath all year. He has beaten him three times in 22 races. Last weekend, rolling the big KX500 out of the cobwebs for a run at Mammoth Mountain, Ryno was defeated in the second 500cc moto at Mammoth Mountain by Ty Davis - the AMA National Enduro Champion.

But this article is not about criticizing Hughes, Lammy, Jeremy or Emig. It's obvious that there are four guys qualified for three spots, which means someone would have to stay home, anyway. The question I'm raising is this: Why was the team chosen so early? According to the AMA's Duke Finch, "We wanted to get a team announced early this year to get more attention and get travel plans finalized." Does Finch think Emig deserves to go? "Of course he does. But so does Ryno and Lammy and Jeremy." Will the AMA consider a change at this point? "We've announced a team and we will stick with it barring any injuries or withdrawals.... We really didn't think Emig wanted to go."

What does McGrath think of all this brewing controversy? In a recent interview, McGrath said that he felt Emig deserved the first invite - even before him. "I think Jeff should probably be on the team, because he's been on the team so many years and he's won every time. I think it's kind of bogus that he's not on the team, but I think that the other riders on the team are capable as well.... but if anyone's earned their way, it's Jeff."

And then there's Hughes, who's huge heart, unquestioned desire and never, ever surrender attitude make knocking him here hard. You know that if it came down to it, Ryno would kill or die for this team. "You can't say Jeremy doesn't belong there - he's done a phenomenal job on the 250 this year, indoors and out," reasons Hughes. "In the 125 class Lamson is the National Champ, he's leading by points 80 and he's the fastest guy out there. Lammy didn't blow it last year; it just maybe wasn't his best day. As far as the 500cc class goes, I think I proved myself last year, and I'll be even better this time." But what does Hughes think about the absence of Emig on the team he's led for the last four years? "I'd put him somewhere, but I just don't know where. Jeff said before that he doesn't want to ride the 500, and if he did he might not be able to ride it as fast as I can. So where else are you going to put him? I guess the problem is this: It's not who's on Team USA - it's who's not." CN

LOOKING BACK...

25 YEARS AGO... AUGUST 3, 1971

Cycle News conducted a test on Yamaha's 1971 R-5 and came a way quite impressed with the performance, but author Ron Schneiders compared the styling to a juke box combined with a slot machine... **Mark Brelsford** was the winner of the 20th annual TT National held at Ascot Park, California. Only eight other riders finished the race, and **Dave Aldana** took second while **Eddie Mulder** finished third... Norton-mounted **Jody Nicholas** took first place at the Yamaha Gold Cup held at Ascot Park. **Lloyd Houchins** finished second on a BSA and Norton-mounted **Mel Lacher** finished third.

15 YEARS AGO... JULY 29,1981

Randy Mamola, riding a year-old Suzuki RG500 works bike, won his first National with a win at Laguna Seca. **Wes Cooley** finished second on a Suzuki and **Rich Schlacter** brought his Yamaha TZ750 home in third... Team Suzuki's **Mark Barnett** decimated the field at the ninth round of the World Championship 125cc MX Series held at the Mid-Ohio Motocross Park. Reigning 125cc World Champ **Harry Everts** finished second on a Suzuki and Honda's **Johnny Omara** took third... **Bruce Penhall, Kelly Moran,** and **Dennis Sigalos** all transferred to the next round in the World Individual Speedway Championships by qualifying out of the Overseas Final held in White City, London, England.

5 YEARS AGO... JULY 31, 1991

Honda's **Jeff Stanton** won the 250cc class at the Lake Sugar Tree National 125/250cc MX held in Axton, Virginia. Honda's **Jean-Michel Bayle** finished second and Yamaha's **Damon Bradshaw** rounded out the top three. In 125cc action, Kawasaki's **Mike Kiedrowski** took first followed by Suzuki-mounted **Guy Cooper** and **Jeff Emig** on a Yamaha... Belgian **Stefan Everts** strengthened his lead in the 125cc World MX Championship standings with a win at the Guatemalan GP. Holland's **Pedro Tragter** finished second and Swede **Joakim Karlsson** took third... ran an interview with soon to be crowned 125cc World Champion **Stefan Everts.** CN

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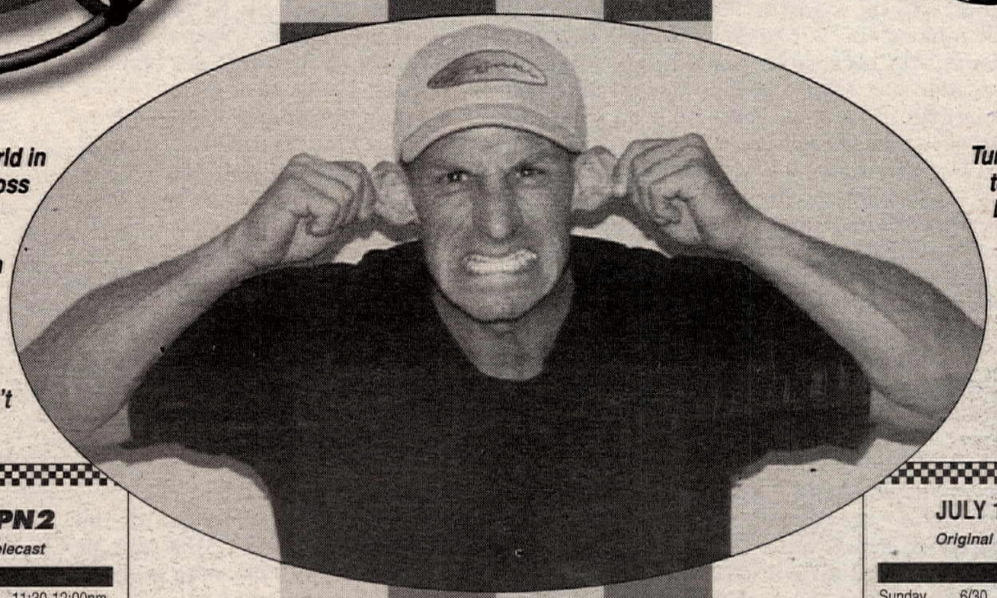


The fireworks continue on MotoWorld in July with in-depth coverage of Motocross pro-ams, the World Grand Prixes of Germany and Britain, and closing looks at a Superbike season already in its twilight.

Plus, a special feature on Ty Davis, Randy Hawkins, Steve Hatch, and Kevin Hines at the exclusive ISDE training facility in Massachusetts. Don't miss it!

Tune in to MW2 for a trip across the pond to visit our tea drinking counterparts in London, England. Experience firsthand the international flavor of the World 125/250 Motocross, and visit one-on-one with World Superbike Champ Carl Fogerty.

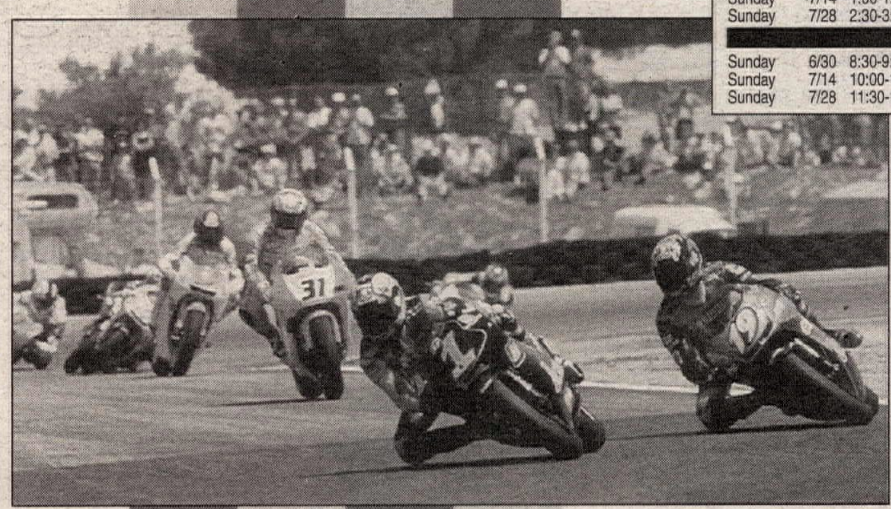
Then, skip over to the Netherlands for the Dutch TT and unlimited access to Team Lucky Strike Suzuki and the zen of World GP racing.

JULY 1996 SCHEDULE ON ESPN2

Original Show Telecast				Repeat Telecast		
EASTERN TIME						
Friday	6/28	7:30-8:00pm	&	Saturday	6/29	11:30-12:00pm
				Wednesday	7/3	3:00-3:30am
Friday	7/5	11:30-12:00am	&	Saturday	7/6	11:30-12:00pm
				Tuesday	7/9	2:00-2:30am
Friday	7/12	11:30-12:00am	&	Saturday	7/13	11:30-12:00pm
				Wednesday	7/17	1:30-2:00am
Friday	7/19	11:00-11:30pm	&	Saturday	7/20	11:30-12:00pm
				Monday	7/22	3:30-4:00am
Friday	7/26	11:00-11:30pm	&	Saturday	7/27	1:00-1:30pm
				Tuesday	7/30	3:30-4:00am
PACIFIC TIME						
Friday	6/28	4:30-5:00pm	&	Saturday	6/29	8:30-9:00am
				Wednesday	7/3	12:00-12:30am
Friday	7/5	8:30-9:00pm	&	Saturday	7/6	8:30-9:00am
				Monday	7/8	11:00-11:30pm
Friday	7/12	8:30-9:00pm	&	Saturday	7/13	8:30-9:00am
				Tuesday	7/16	10:30-11:00pm
Friday	7/19	8:00-8:30pm	&	Saturday	7/20	8:30-9:00am
				Monday	7/22	12:30-1:00am
Friday	7/26	8:00-8:30pm	&	Saturday	7/27	10:00-10:30am
				Tuesday	7/30	12:30-1:00am

JULY 1996 SCHEDULE ON ESPN2

Original Show Telecast				Repeat Telecast		
EASTERN TIME						
Sunday	6/30	11:30-12:00pm	&	Wednesday	7/3	3:30-4:00am
Sunday	7/14	1:00-1:30pm	&	Monday	7/15	3:00-3:30am
Sunday	7/28	2:30-3:00pm	&	Monday	7/29	3:00-3:30am
PACIFIC TIME						
Sunday	6/30	8:30-9:00am	&	Wednesday	7/3	12:30-1:00am
Sunday	7/14	10:00-10:30am	&	Monday	7/15	12:00-12:30am
Sunday	7/28	11:30-12:00pm	&	Monday	7/29	12:00-12:30am



125cc 250cc AMA Motocross

WORLD GP

1996 SCHEDULE ON ESPN

	EASTERN TIME			PACIFIC TIME		
Budds Creek, MD	Fri	7/5	9:30-11:30pm	& Fri	7/5	6:30-8:30pm
Southwick, MA	Sun	7/7	4:00-6:00pm	& Sun	7/7	1:00-3:00pm
Buchanan, MI	Fri	7/19	8:30-10:30pm	& Fri	7/19	5:30-7:30pm
New Berlin, NY	Sat	7/27	12:00-2:00pm	& Sat	7/27	9:00-11:00am

1996 125cc & 250cc SCHEDULE ON ESPN2

	EASTERN TIME			PACIFIC TIME		
Budds Creek, MD	Sun	7/7	10:00-12:00pm	& Sun	7/7	7:00-9:00am
Southwick, MA	Wed	7/10	2:30-4:30pm	& Wed	7/10	11:30-1:30pm
	Fri	7/12	9:30-11:30pm	& Fri	7/12	6:30-8:30pm
Buchanan, MI	Sun	7/21	2:00-4:00pm	& Sun	7/21	11:00-1:00pm
New Berlin, NY	Mon	7/29	2:00-4:00pm	& Mon	7/29	11:00-1:00pm

1996 125cc & 250cc REPEAT SCHEDULE ON

	EASTERN TIME			PACIFIC TIME		
Budds Creek, MD	Tue	7/9	1:00-2:00am	& Mon	7/8	10:00-11:00pm
Southwick, MA	Tue	7/23	1:00-2:00am	& Mon	7/22	10:00-11:00pm
	Fri	7/26	2:00-3:00pm	& Fri	7/26	11:00-12:00pm
Buchanan, MI	Sat	7/27	1:00-2:00am	& Fri	7/26	10:00-11:00pm

1996 SCHEDULE ON ESPN

	EASTERN TIME			PACIFIC TIME		
GP of Netherlands	Sat	7/27	3:30-4:30pm	& Sat	7/27	12:30-1:30pm
GP of Germany	Tue	7/30	12:30-2:30am	& Mon	7/29	9:30-11:30pm

1996 SCHEDULE ON ESPN2

	EASTERN TIME			PACIFIC TIME		
GP of Netherlands	Fri	7/5	7:30-9:30pm	& Fri	7/5	4:30-6:30pm
GP of Germany	Fri	7/12	7:30-9:30pm	& Fri	7/12	4:30-6:30pm
GP of Gr. Britain	Sun	7/28	3:00-5:00pm	& Sun	7/28	12:00-2:00pm

1996 REPEAT SCHEDULE ON ESPN2

	EASTERN TIME			PACIFIC TIME		
GP of Netherlands	Sat	7/6	3:30-5:30pm	& Sat	7/6	12:30-2:30pm
GP of Germany	Sat	7/20	6:00-8:00pm	& Sat	7/20	3:00-5:00pm
GP of Gr. Britain	Mon	7/29	4:00-6:00pm	& Mon	7/29	1:00-3:00pm

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